FOUNDED IN 1856

RAILWAY AGE

FEBRUARY 11, 1950

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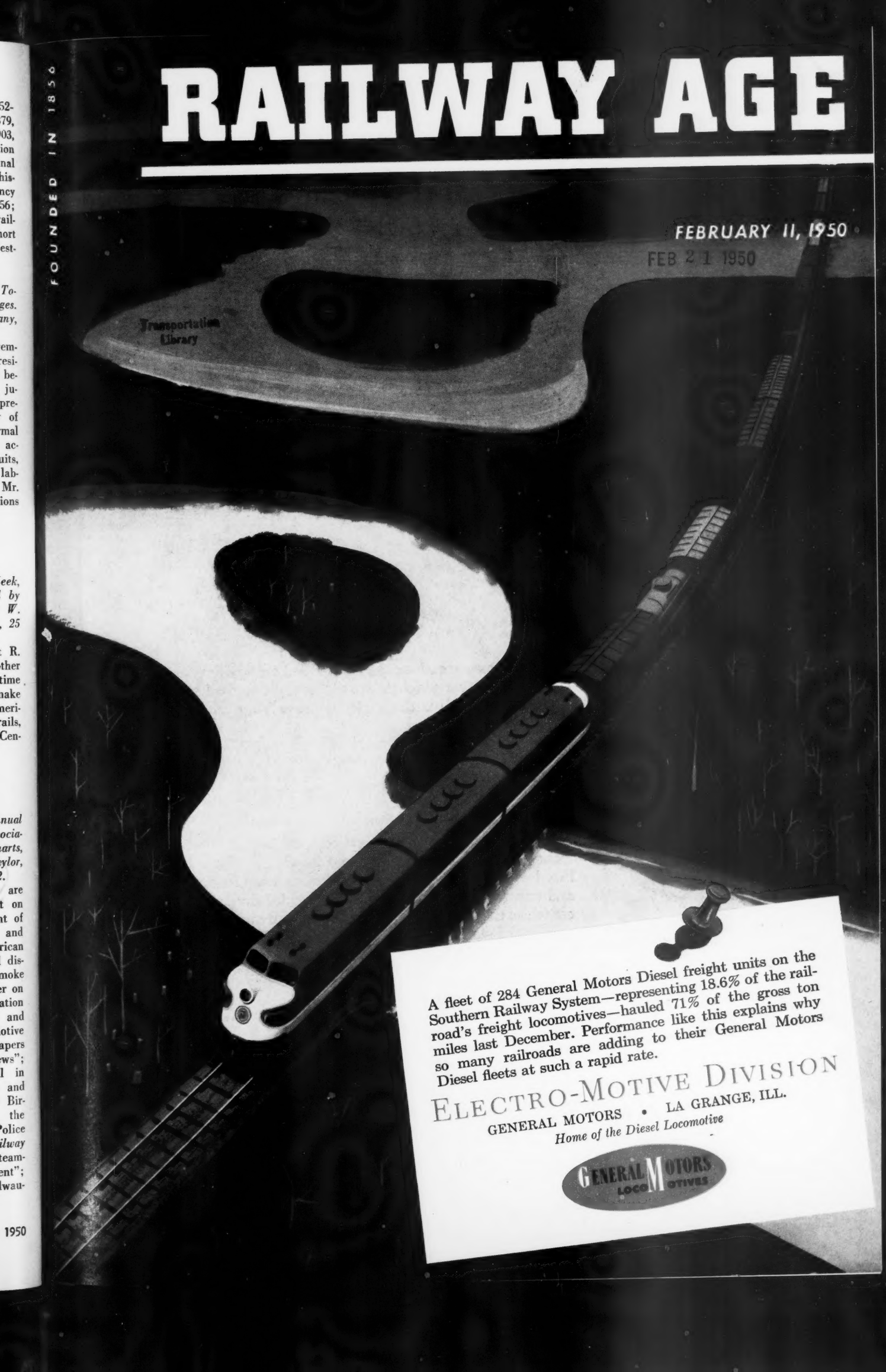

A fleet of 284 General Motors Diesel freight units on the Southern Railway System—representing 18.6% of the railroad's freight locomotives—hauled 71% of the gross ton miles last December. Performance like this explains why so many railroads are adding to their General Motors Diesel fleets at such a rapid rate.

ELECTRO-MOTIVE DIVISION

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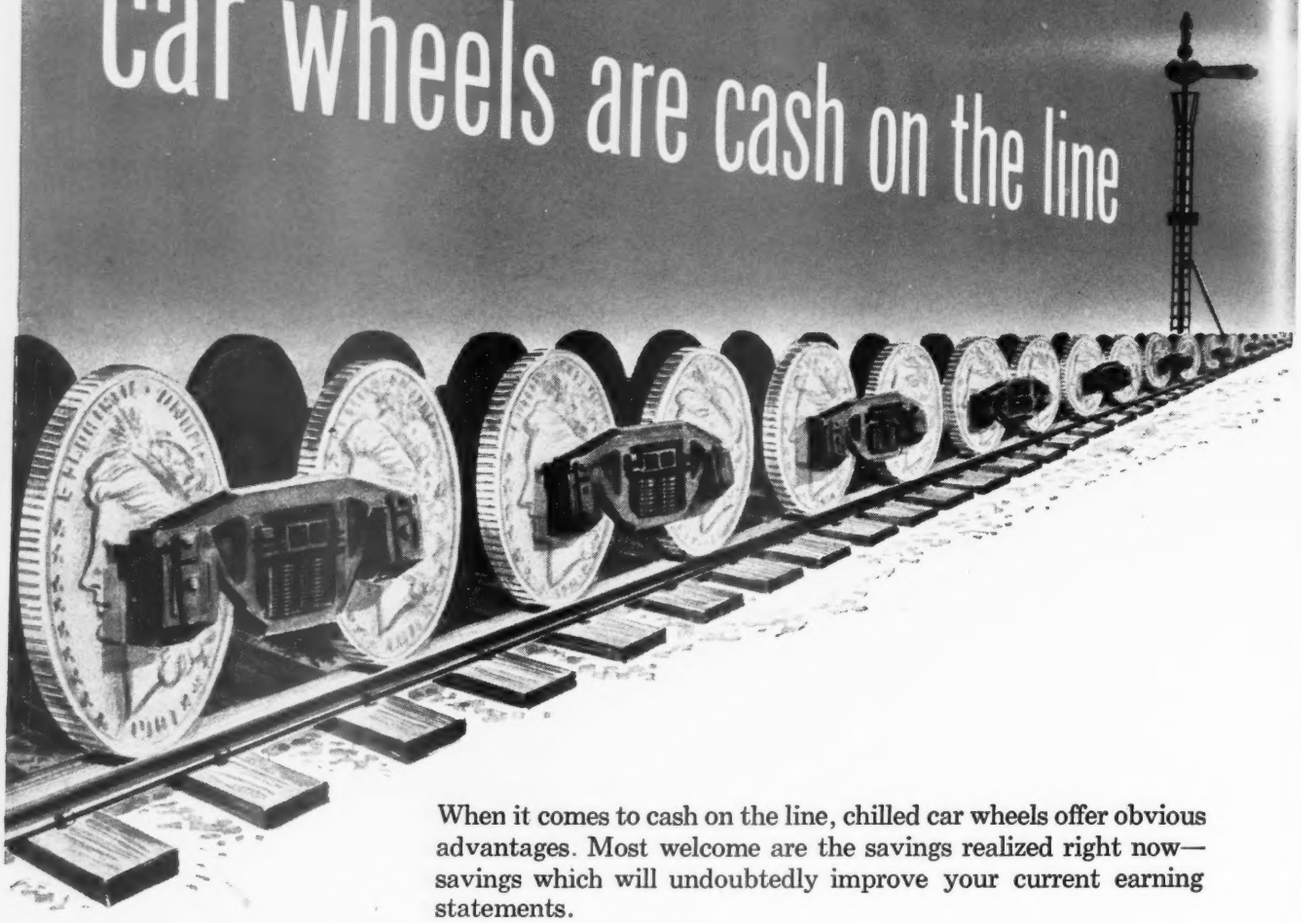
Home of the Diesel Locomotive

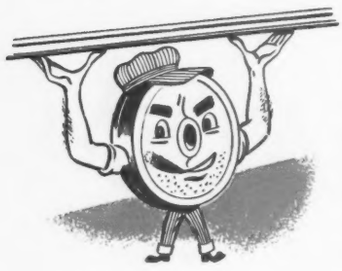
GENERAL MOTORS LOCOMOTIVES

car wheels are cash on the line



When it comes to cash on the line, chilled car wheels offer obvious advantages. Most welcome are the savings realized right now—savings which will undoubtedly improve your current earning statements.

but... *how about the upkeep*



In addition to all-important first cost, chilled car wheels save you money all along the line. Reduced inventory, longer brake shoe life, less axle shock, reduced trackwork wear, easier mounting and unusually low exchange rates are added dividends from your car wheel dollar. And, at all times, you will appreciate the ready delivery of standardized, fully inspected chilled car wheels from any of the 25 AMCCW foundries, located strategically throughout the country.

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Low exchange rates
Reduced inventory
Short haul delivery
Increased ton mileage
High safety standards
Complete AMCCW inspection
Easier shop handling

AMCCW

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Insure Continuity of Signal Service

despite adverse weather conditions!

RAIL-TRANSMITTED SIGNAL CONTROLS

WHERE "Union" Coded Track Circuit Control has been installed in territories that are subject to severe snow and sleet storms, both operating and signal officers have a keen appreciation of the value of rail-transmitted signal controls in maintaining normal train operation during adverse weather conditions.

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SWISSVALE PENNSYLVANIA

New York Chicago St. Louis San Francisco

WEEK AT A GLANCE

THAT CHICAGO STATION PROBLEM: Despite the fact that railroad passenger service, as a whole, is conducted at a substantial financial loss, the city of Chicago wants certain of the railroads which serve it to lay out uncounted millions of dollars on construction of a new unified passenger terminal to be used by most or all of the roads coming into present stations south of the "Loop." The 14 lines using Dearborn, Grand Central and LaSalle Street stations want no part of such a program, and have so stated —politely but definitely. As an alternative, they propose, at a considerably smaller total expenditure, to modernize those three stations and to relocate other facilities, thus releasing a substantial amount of land for civic or commercial development. This railroad plan, and the others suggested, are reviewed, with clarifying illustrations and maps, in the article which starts on page 39. Another aspect of the situation is covered in the News columns.

AHEAD OF 1949: Continuing the pace of recent weeks, orders are reported this week by the New York Central and the Seaboard Air Line for 173 Diesel-electric locomotive units, and by the Rock Island for 1,000 box cars. Freight-car orders for 1950 to date already exceed the total for the whole of 1949, and locomotive commitments, so far, are ahead of last year's monthly average. In addition, the Chicago, Burlington & Quincy is inquiring for from 850 to 3,100 freight cars, and announced a $23-million 1950 rail and locomotive program.

HOW A PUBLIC AGENCY HELPS RAILROAD COMPETITORS: While Chicago wants its railroads to spend their own money —with no hope of adequate return—on a new unified—and taxable—passenger terminal, New York furnishes two striking examples of public aid to the railroads' competitors. There, as pointed out in the picture spread on pages 44 and 45, the quasi-public Port Authority has recently completed a $9,000,000 union truck terminal, and is now building a $24,000,000 union bus terminal. Truck and bus lines will not, to be sure, be given entirely free use of those facilities—but they will have all the advantages of using them without having directly to raise the capital to build them or to pay interest on that capital. And the Port Authority gets a break on taxes, too, which means lower charges for trucks and buses using the new terminals. To furnish for their patrons facilities comparable to those now being publicly provided for their competitors, the New York Central and the Pennsylvania had first to raise money, and must pay continuing interest on it, and full taxes each and every year.

HOW TO INCREASE NET? There are plenty of ways in which the railroads' net operating income could conceivably be increased, even in the face of present high unit costs of labor and materials, and without raising rates. Our leading editorial, beginning on page 33, mentions four of those ways. But the catch is, as the editorial also points out, that the railroads are *politically* prevented from using most of those ways. What they need is enough abandonment of regulation based on the worn-out theory that the railroads are a monopoly so that railroad managements can manage in accord with economic conditions as they actually exist.

REFRIGERATOR CARS: A report of recent developments in refrigerator-car design, and predictions of future progress along that line, were made last week at New York. A summary of the statements is included in the News.

ALUMINUM BOX CAR: What is believed to be the first standard box car ever built with an all-aluminum body and aluminum underframe was delivered late last year to the Roberval & Saguenay. The weight saving of some 11,000 lb., as compared with a similar car of regular steel construction, increases by a corresponding amount the new car's potential pay load. An illustrated description of the car, with reports of some of its first test runs, appears on page 46.

C.T.C. ON THE CLINCHFIELD: Faster and safer train movements are among the rewards which the coal-carrying Clinchfield is reaping from installation of centralized traffic control on the north end of its line—122 mi. between Erwin, Tenn., and Delano, Va. The installation is described in detail in the illustrated feature article which begins on page 36.

FOR FASTER TRACING: Faster and better service for shippers and consignees, improved information facilities and accelerated terminal operations are among the direct results of a new car record and tracing system established by the Canadian Pacific on its Windsor-Montreal run. The advantages and operation of the system, which includes Teletype circuits and automatic International Business Machines apparatus, are outlined in the illustrated article starting on page 49.

ALSO IN THE NEWS: A preliminary report on tests of the gas-turbine-electric locomotive.—An account of the National Transportation Conference of the U.S. Chamber of Commerce.—Treasury Secretary Snyder's statement on elimination of the 3 per cent excise tax on freight bills and reduction of the passenger-fare levy.—New Detroit-Alpena passenger service by the G.T.W. and the D.&M.—A study of empty car mileage and train performance.—The I.C.C.'s latest coal-saving order.—January car deliveries.—The Army's railroad equipment repair program.—U. S. participation in the next Pan-American Railway Congress.

for dependable

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the proved answer is

OKONITE-OKOPRENE CABLE

Oil Resistant...Non-Flammable
Protected Against Mechanical Damage

Greatly accelerated and expanded demand for diesel locomotives has highlighted the importance of correct wiring. Experience reveals that diesel wires and cables must possess three necessary qualities – resistance to oil, chemicals and moisture, non-flammability, and protection from mechanical damage. To best meet these requirements, a rapidly growing number of diesel operators are specifying Okonite-Okoprene cables for generator and motor leads, power and control jumpers, headlight wiring, controllers and cab signal circuits.

Long a favorite in the railroad field, Okonite insulation is the original 30% (by weight) mineral base insulation made with Wild Up-River Fine Para rubber – noted for its exceptionally long service life, its ability to retain high tensile strength and elasticity, and its high electrical values.

Okonite-developed Okoprene sheath protects insulation from swelling or softening when exposed to the solvent action of petroleum products – and retains its full, wear-resistant mechanical strength after such exposure. Moreover, Okoprene coverings will not support combustion. Moisture will not rot or deteriorate them. They are chemically resistant and have no saturating compounds to rot or clog conduits.

Like all Okonite products, Okonite-Okoprene cables are designed and built for long life and trouble-free performance – your best assurance of true cable economy. *For specifications and dimensional data on Diesel wiring, write for Bulletin RA-2078, or call in your Okonite representative.* The Okonite Company, Passaic, N. J.

THE BEST CABLE IS YOUR BEST POLICY

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How Increase Net Operating Income?

Can the railways, with present unit costs of labor and materials, increase their net operating income in future without further advancing their rates? This question was raised by the Interstate Commerce Commission in the part of its recent annual report wherein it criticized railway managements for having allegedly abandoned their historic policy of increasing net earnings by expanding volume of traffic in favor of a policy of seeking larger net earnings by advances in rates.

Problem Changes with Conditions

The management of every private enterprise business and industry is always trying to maintain or increase net earnings. The problem of the best way to do this under the conditions existing at any given time is the most important with which business management is *always* confronted. As conditions are always changing, the problem is always changing. When the conditions surrounding the problem are only economic, the problem is comparatively simple. When the conditions are both economic and political, the problem is much more complex and difficult.

No informed person would question that railway managements could increase present net operating income without further advances in rates if they had only economic conditions to deal with, as is still true of the managements of many, but a declining number, of business concerns and industries. In fact, the railways have been increasing their net earnings without advancing rates throughout most of their history — often in spite of large increases of unit costs of labor and materials.

Ways to Increase Net

One way, among several, in which the railways could now increase their net earnings would be by *reducing* their rates to meet the competition of other carriers without reducing their rates where they do *not* meet the competition of other carriers. The railways could in this way substantially increase their volume of traffic, and consequently their gross earnings and net operating income, by taking much of the traffic from inland waterways (excepting the Great Lakes) and intercity trucks, in spite of the subsidization of these competitors.

Another way the railways could increase their net earnings without further advancing their rates would be by abandoning trains (especially passenger trains) and entire lines, the operating expenses of which exceed their earnings. When a train or an entire line loses money it is because the people to whom it offers its service either cannot or do not give it enough patronage to justify, from an economic or business standpoint, continuance of the service. There are literally thousands of cases all

over the country in which the railways could increase their net earnings by abandoning trains or entire lines.

Still another way in which the railways could increase their net operating income without advancing their rates would be by abolishing "featherbed" operating rules — i.e., rules requiring payments to employees for no work, or requiring payments for work or time greatly exceeding the amount of work done or the time spent in doing it.

By far the most important way in which the railways have in the past effected economies enabling them to increase net operating income without advancing passenger or freight rates has been by investing capital in new and improved equipment and in betterments of tracks, terminals and other permanent structures. It has been principally capital expenditures that have enabled them to increase their output per employee — i.e., *traffic units handled per employee* — about 75 per cent since 1929 and about 175 per cent within the last forty years. And their capital expenditures of $4 billion made in the four years 1946-1949, the largest in any four years in history, will cause improvements in service and economies in operation which should increase net operating income without advances in rates.

But most of the money used in making capital expenditures has been derived in the past and must be derived in future directly and indirectly from net operating income. Hence, every influence tending to restrict net operating income is an influence tending to restrict expenditures on the improvements by which net operating income can be increased.

And railway management is subject to *political* restriction of almost every effort, excepting spending available capital, that it makes to increase net operating income whether by advancing rates or otherwise. If it tries to abandon lines or trains that lose money, it is opposed by the people of the communities served and labor unions representing the employees affected, often with the backing of state commissions and the Interstate Commerce Commission. If railway management tries to reduce rates where it meets the competition of other carriers, and to maintain them where it does not meet such competition, it is charged with practising unfair discrimination, a contention usually upheld by the regulating bodies. When railway management tries to abolish old or opposes new "featherbed" operating rules, it is threatened with strikes by labor unions possessing monopoly power that they have acquired and retain by political influence.

Principally a Political Matter

The problem that the railways present to the nation is almost entirely due to inadequate net earnings. The net earnings they have made since the war have been less than half what they should have been under the general economic conditions existing. With enough net earnings, they can adequately improve and expand their facilities, render service that will satisfy the public and escape government ownership. But as this paper often has pointed out, their problem of getting enough net earnings is not principally an *economic* one, but a *political* one — not so much one of *management* as one of *regulation*, which has become outmoded because *politics* causes regulation to continue treating the railways as a monopoly long after transportation has become highly competitive.

Yes, the railways *can* increase their net earnings without further advancing their rates and would speedily do so if regulation based on the theory that they are a monopoly were abandoned enough to enable their managements to manage them in accordance with the competitive conditions that actually now exist.

THE "UNSEEN CONTRIBUTION"

"Everybody pays taxes, but in some instances, the taxes paid are earmarked to be spent for the special benefit of those who pay them. That is not true of the taxes paid by the Pennsylvania Railroad. Like those paid by individual property owners, they go to help support essential public services. Of the amount I am turning over to the city of Pittsburgh, $379,050 alone is for school taxes. At current education costs, I am told, that is enough to keep 1,500 children in school for the year. The rest goes to help provide police, fire and health protection in Pittsburgh, and to help in a thousand other ways.

"Almost the only essential public service to which railroad taxes do not contribute is railroad service itself.

"Any new facilities which the Pennsylvania adds for the service of the public, add to the Pennsylvania's taxes. The new warehouse which is being built this year, for instance, will represent an estimated $120,000 in taxes to the city of Pittsburgh next year and each year thereafter. And parts of the $20-million passenger station improvement program now under way will mean more tax income for Pittsburgh, although they will produce no additional income for the Pennsylvania Railroad.

"In addition to being the largest taxpayer in Pittsburgh, the Pennsylvania pays its share of county, state, and federal taxes. . . . Aside from providing basic transportation service, the Pennsylvania makes many unseen contributions to the welfare and economy of Pittsburgh and the nation. It is truly a good neighbor and a real hometown partner in Pittsburgh."

—From a statement made by J. A. Appleton, vice-president, Pennsylvania, on January 31, when he paid to the city of Pittsburgh, Pa., his railroad's 1950 city taxes—$1,216,082. What Mr. Appleton said with respect to the Pennsylvania's Pittsburgh taxes also applies, of course, to all taxes paid by all railroads to all communities in the United States.

ASSOCIATIONS VS. UNIONS

A group of engineers were recently discussing the membership problems of an engineering society which embraces all branches of engineering and includes a rather small number of railway civil engineers among its members. The society has been experiencing some difficulty in getting members, and one of the group ventured an interesting explanation—namely, that job security has become the goal of an increasing number of people; and, for that reason, there is a growing tendency to think in terms of unions rather than voluntary societies or associations.

There is little evidence as yet that such a development is hampering the acquisition of new members by any of the various associations of railway officers. Getting members has never been easy for them, but it is probably no harder today than it was 10 or 20 years ago.

If preference for union membership over affiliation with an association should ever arise, it can come only from confused thinking about what constitutes true security. A man's future cannot be more secure than that of the industry for which he works; and there is no more effective way for him to help assure his industry's future than to become an active member of an association dedicated to studying and solving its problems.

It is, on the other hand, a demonstrable fact that unions of employees, while having the economic security of their members as their purpose, are often induced to act in a manner to jeopardize that security by promoting policies detrimental to the competitive position of the industries from which the members obtain their livelihood. The most obvious example of this unhappy development is what is happening in the coal mining industry. The policies of John L. Lewis' United Mine Workers have reduced many of its members to abject poverty, and are bringing the industry to the brink of ruin. The parallel situation in the railroad industry is less conspicuous only because conditions have not yet progressed to the point where large-scale unemployment has arisen.

Associations of railway supervisory officers are constantly striving to promote efficiency and economy in an effort to keep the industry solvent in the face of increased operating costs, brought about largely by the competition of the unions to see which can extract the most from their employers. It would be a sad day indeed for the railroads and all those dependent upon them for a livelihood if any considerable number of supervisory officers should lose interest in the associations which are endeavoring to contribute to the industry's welfare; and should divert their loyalty to organizations intent largely on what they can extract from it.

"Advertising by Separate Roads Should Promote Private Control"

"Advertising departments can and should do more to spread the gospel of private control. Unless I am poorly informed . . . we do little or nothing along this line. Advertising of the Association of American Railroads pounds away at this theme, but little advertising space on the part of individual railroads is devoted to this topic . . . This is an instance where individual lines are entirely willing to let the A.A.R. carry the load and then fuss about the results because each of us refuses to accept the individual responsibility necessary, if our glad tidings are to reach the individual shippers and travelers who gage their thoughts about the entire railroad industry on the things they read and hear about our individual lines. After all, it is the local stockgrower, wheat farmer, potato grower, lumberman and merchant whose voice must be raised in our behalf to fight down further government control of our business.

"No railroad can quarrel with highway progress or deny any community the benefits of air transportation, but there is something amiss when we meekly submit to the inevitable protests which arise whenever a branch line train is discontinued or a little-used over-night Pullman car is taken out of service; when individual shippers rush out and buy a truck to haul their own freight because they have convinced themselves that railroad freight rates are out of line; or when travelers in our local communities sit around their luncheon clubs and say 'I am going to fly next trip, because it is cheaper' . . . . The thing amiss probably is our own dereliction in not using advertising to tell the people . . . the whole story about transportation in their community.

"Let me illustrate with a case history from my own railroad. When the city of Grand Junction, Colo., spent $110,000 for airport building and construction, $51,700 of that amount came from the proceeds of a bond issue for $65,000 voted by the people. A grant of some $60,000 from the Civil Aeronautics Administration had railroad dollars in it, too, because the heaviest income tax payments from the region are represented by the income tax dollars paid by the railroad itself and by its employees individually. . . . It would seem to me that the Rio Grande should have paid for space in the Grand Junction paper to have informed the people of its part in constructing the airport.

"Likewise, when the communities along our lines desire to issue bonds to build new school buildings, the railroad could well afford to buy newspaper space to show its share in providing the new facilities for the children. Several years ago we experimented with a September advertisement which showed how many thousand children in our territory had the benefits of free public school education because of railroad taxes which went for school purposes. Cost-per-pupil figures were supplied by the state departments of education. Response to the first advertisement on the part of educators was so gratifying that it has become an annual feature. It has been well enough received that in most instances throughout our territory school boards consult with the railroad before setting out to call new bond elections. . . . This is an easy effective way in which to spread glad tidings about the benefits of private control of railroads. . . . I do not believe that occasional speeches by railroad officers before luncheon clubs and civic organizations can do the whole job. These appearances and other public relations activities, fine as they are, should be accompanied by advertising messages telling the railroad story to the entire body politic in every community through which we operate."

—From a paper presented by Carlton Sills, advertising manager, Denver & Rio Grande Western, at the annual meeting of the Association of Railroad Advertising Managers, January 20 and 21, at Chicago.

Typical signaling at the end of a siding

TRAIN MOVEMENTS BY SIGNAL INDICATION on the Clinchfield

To facilitate train movements and improve safety, the Clinchfield—a 277-mi. carrier operating through the Appalachian and Cumberland mountains between Spartanburg, S. C., and Elkhorn City, Ky.—has completed a centralized traffic control project on 122 mi. of single track between Erwin, Tenn., and Delano, Va. This territory is on the northern half of the road, which serves a large coal-mining area, and was chosen first for the installation of C.T.C. because it is the busiest part of the line.

Train movements in the territory were formerly governed by timetable, train orders and manual block. A few short sections of two-position semaphore automatic block signaling were in service for tunnel and curve protection. This signaling was all replaced as part of the C.T.C. project, which now includes power-operated switches and signals at the ends of 18 passing tracks between Erwin and Delano, all controlled from a machine in the dispatcher's office at Erwin.

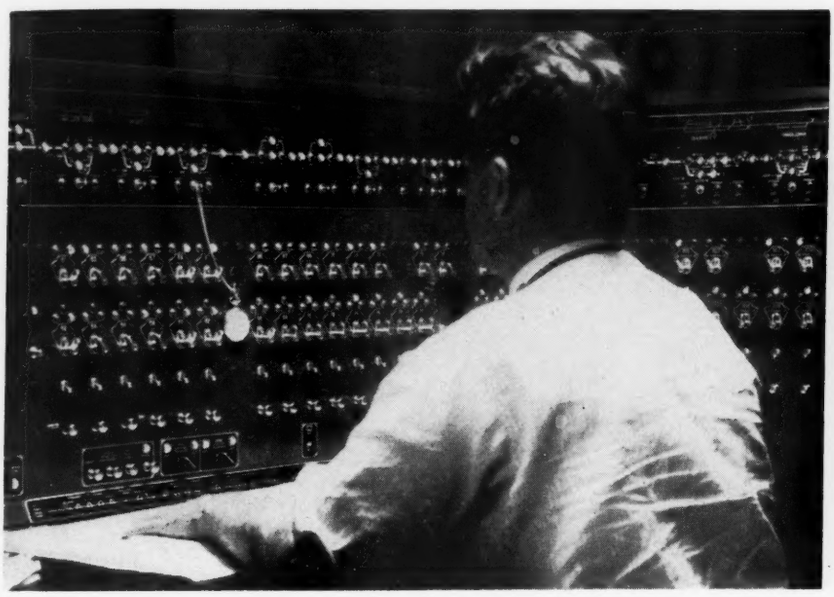
Coal and Perishables

The Clinchfield is principally a freight road, the passenger traffic being handled by one local train each way daily. The freight is in two distinctly different classes: (1) coal, originating at mines along the northern part of the railroad, the bulk of which is moved south for delivery to connecting lines, and (2) fast through freight traffic consisting primarily of manufactured products southbound and perishables northbound.

Southbound merchandise and other manufactured products are delivered by the Chesapeake & Ohio to the Clinchfield at Elkhorn City for movement 277 mi. south to Spartanburg, for delivery to the Charleston & Western Carolina (Atlantic Coast Line) for points in South Carolina, Georgia and Florida. Similarly, fruits, vegetables and other agricultural products from these southern states are delivered at Spartanburg to the Clinchfield for movement north to Elkhorn City, and thence over the C. & O. and its connections. This through traffic, other than coal, is handled in fast scheduled trains. Two of these trains are operated each way daily, and extra sections are run as required during the perishable season.

Large quantities of coal are mined in the area near the north end of the Clinchfield between Elkhorn City and Miller Yard. This coal, for the most part, is moved south for delivery to connecting lines. In addition to connections with the C. & W. C. at Spartanburg, the Clinchfield interchanges with the Norfolk & Western at St. Paul, Va., and with the Interstate Railroad and the Louisville & Nashville at Miller Yard, which is 10 mi. south of St. Paul. Also, the Clinchfield interchanges with the Southern at Frisco, Tenn., and Johnson City

Centralized traffic control on 122 mi. of single track of heavy coal carrier through the Cumberland mountains speeds up and increases the safety of train movements



The control machine (left) is in the dispatcher's office at Erwin, Tenn. Right—Special signal at end of C.T.C. territory to protect into non-block sections

and with the East Tennessee & Western North Carolina at Johnson City.

The busiest period of traffic in the C.T.C. territory is between 6:00 a. m. and 12:00 noon, when an average of about 10 trains are in the territory. Daily train movements include four freights and one passenger southbound, and one passenger and three freight trains northbound, plus local freights and extras in each direction as required. Thus, there are an average of about 30 train movements daily in the territory. Two of the freight trains in each direction are time freights, averaging 75 to 100 cars, which are handled by 4,500-hp. Diesel-electric locomotives. All other trains are operated by steam locomotives.

The most difficult operation in the C.T.C. territory is for northbound trains, for which the maximum ascending grade is 1.5 per cent between Boody and Trammel. The maximum ascending grade southbound is 1.2 per cent between Okolona and Hannum. The track is in good condition, and consists of 112-lb. rail on rock ballast. No sidings were removed in this project, although two—those at Soldier, Tenn., and Castle, Va.—were discontinued as passing tracks, and electric locks were installed on the switches at each end. The sidings are spaced about 7 mi. apart and have an average capacity of approximately 85 cars. A few sidings, however, such as those at Barrett, Boone, Kingsport, Miller Yard and Boody, have a capacity of 120 cars. For a meet, operating practice is to put in sidings the trains which can leave the sidings with the least difficulty, without regard to whether a passenger or freight train is given preference.

Train Time Saved

The C.T.C. is resulting in a saving of considerable train time. Under manual block system rules prevailing before it was installed, absolute blocking was in effect

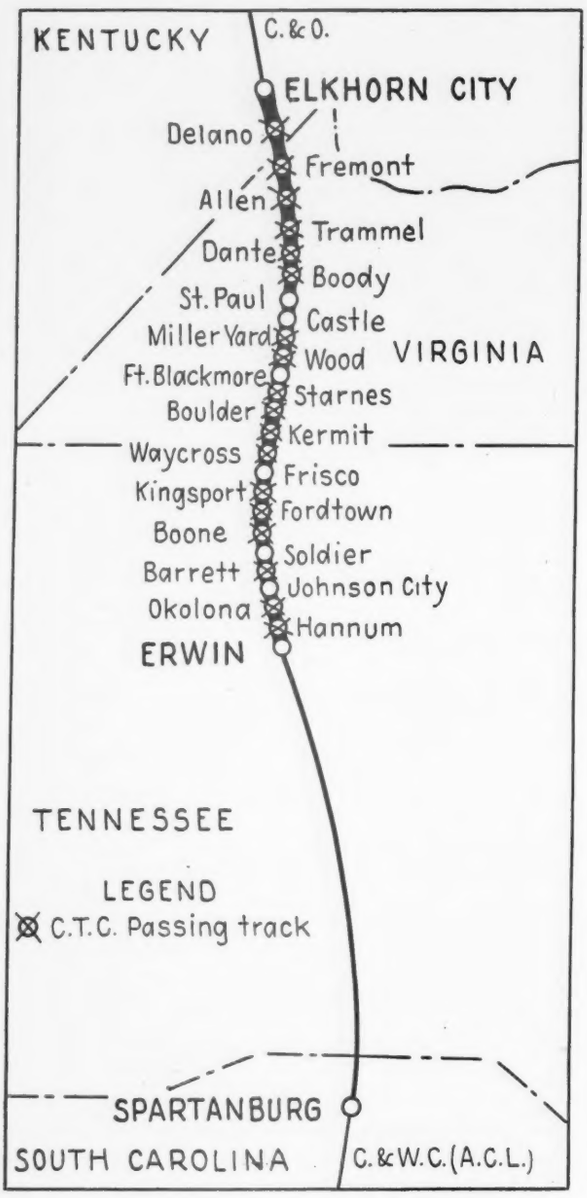
CAPACITY OF C.T.C.-CONTROLLED PASSING TRACKS BETWEEN ERWIN, TENN., AND ELKHORN CITY, KY.

Location	Capacity-Feet
Hannum	4,182
Okolona	4,067
Barrett	(Yard)
Boone	5,239
Fordtown	3,918
Kingsport	(Yard)
Waycross	3,962
Kermit	5,018
Boulder	4,580
Starnes	4,508
Wood	4,055
Miller Yard	5,000
Boody	4,100
Dante	4,500
Trammel	4,003
Allen	4,597
Fremont	3,100
Delano	4,063

for southbound trains between Dante and St. Paul, about 7 mi., as well as between Frisco and Kingsport, 6 mi., for southbound trains clearing or originating at Frisco. Consequently, delays, which have been eliminated by the C. T. C., were incurred by trains waiting for clear manual blocks. Also, the dispatcher is now able to arrange meets and advance trains on closer time, thus minimizing delays incurred by trains standing on passing tracks.

The installation is also enabling trains to make non-stop meets in numerous instances. For example, northbound freight train No. 95 recently met southbound through freight train No. 18 at 7:50 a. m. at Boone, Tenn., southbound time freight No. 94 at 8:58 a. m. at Kermit (the fourth siding north), and southbound passenger train No. 38 at 9:12 a.m. at Boulder, Va. (the next siding north)—all non-stop in 1 hr. 22 min. In each instance, all trains saved approximately 10 min. on each meet.

An additional result of the C.T.C. is that a considerable amount of train-crew overtime has been eliminated. Also, four 24-hr. block offices were closed and the employees were assigned to other duties. The offices affected included Barrett in the north yards at Johnson City, Fordtown, Boulder and Wood. Two 8-hr. tricks were abolished at two other locations—Kingsport and the south end of Miller Yard—one 8-hr. trick being retained at these locations during the day for the delivery of messages to trains.



Map of C.T.C. territory

Color-Light Signals

The new signals are the vertical color-light type, which are continuously lighted and display A.A.R. Standard Code aspects. Three-aspect dwarf signals are used at the leaving end of all sidings. This enables trains to get out of the sidings will full knowledge of block conditions ahead, rather than to lag out on a yellow when the block may be clear, and thus incur unnecessary delay.

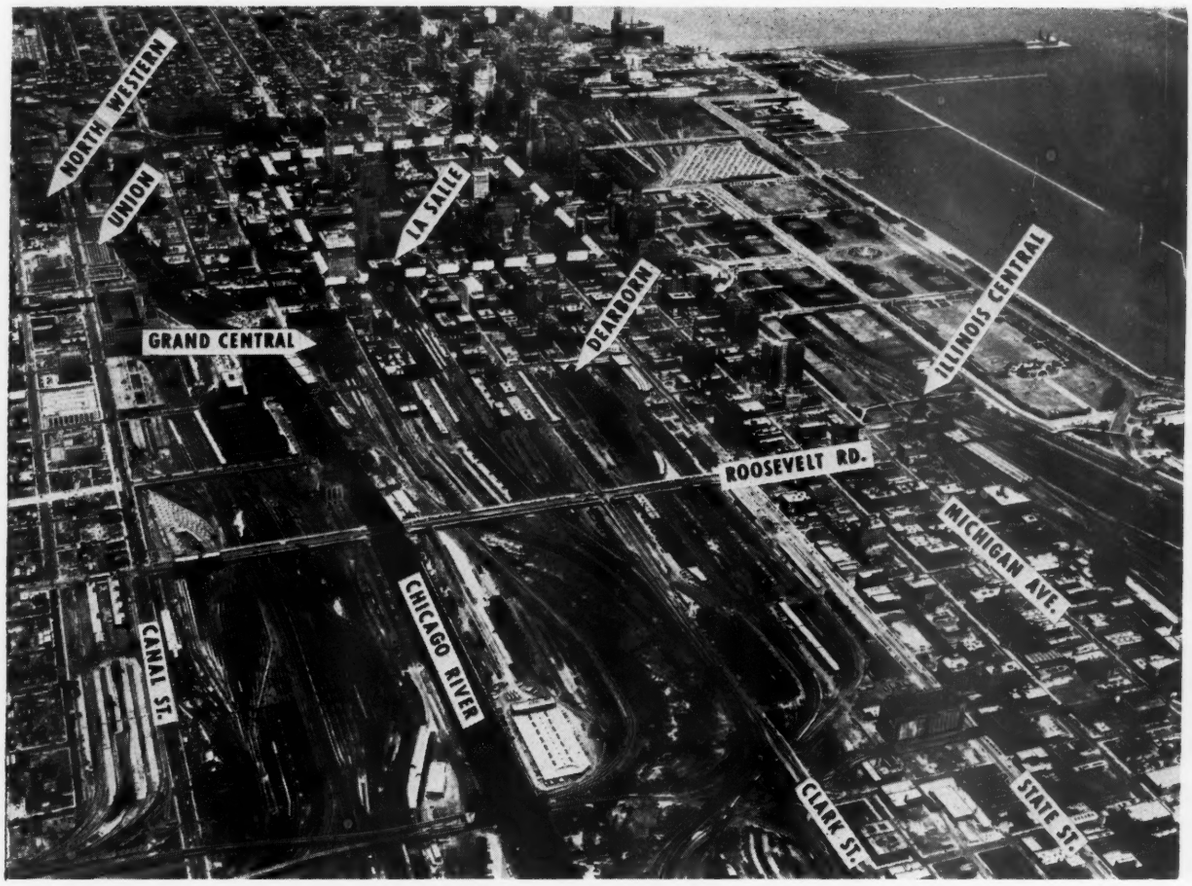
In some sections, such as for about two miles through Johnson City and three miles through Kingsport, C.T.C. is not in effect, for the reason that these are industrial areas, and insufficient yard tracks make it necessary for yard crews to use the main line continuously. At the entrance to such limits there is a controlled two-aspect high dwarf signal and reflectorized "End C.T.C." sign. This signal is normally red for Stop, and displays red-over-yellow for Restricting when cleared. In the opposite direction at these locations there is a standard three-aspect high signal, also controlled, with a "Begin C.T.C." sign.

The last C.T.C. signal southward governs train movements over a hand-throw switch into Erwin yard. This is a special signal—a high dwarf—and is equipped with a Take-Siding indicator below the top "arm." The normal "position" of the signal is red for Stop. If a train is to hold the main, it displays red-over-yellow for Restricting. On the other hand, if the train is to enter the yard, the dispatcher controls the signal to display red-over-red "S", indicating Stop-and-Throw Switch. When the switch has been thrown, the signal displays red-over-yellow, indicating Restricting. Similar signals are in service at Kingsport and Dante.

Special starting indicators in approach to the first C.T.C. signals northward are in service in the yard at Erwin. These are the same height as high signals and are normally dark. When a train is ready to depart from the yard, the indicators are controlled to display a white letter "S," which is authority for the train to proceed down the lead to the first C.T.C. signal.

The new power switch machines are the dual control type, designed for operation on 24 volts d.c. The turnouts at the ends of passing tracks are No. 10's with 16.5-ft. points, which are good for train speeds up to 15 m.p.h. The control machine at Erwin is a 10-ft. unit with two 2½-ft. wings, and includes the conventional arrangement of signal, switch and lock levers, push buttons, indication lamps and illuminated track diagram.

The major items of signal equipment for this project were furnished by the Union Switch & Signal Co., and the work was performed by the Union Switch & Signal Construction Co.

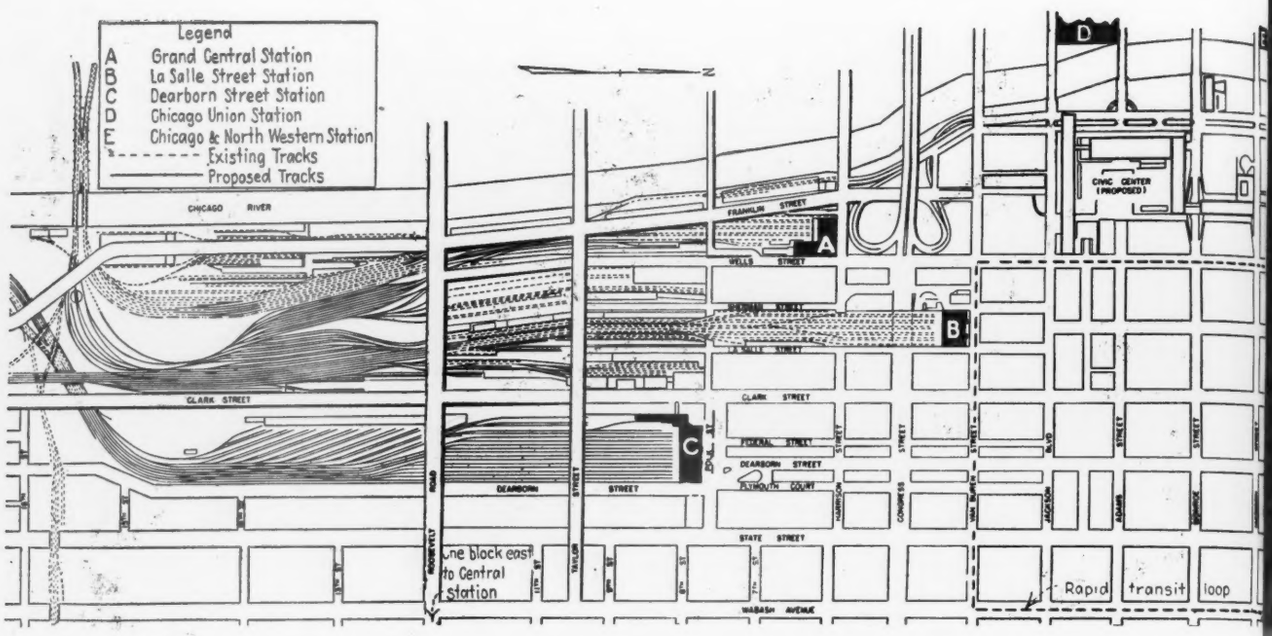


Airplane view of the principal business district of Chicago, looking north, showing in dash white line the elevated rapid transit loop, and by labels the present "down town" passenger stations

CHICAGO ROADS REPEAT "NO" to South-Side Union Station Plans

The 14 railroads serving Chicago through the La Salle, Dearborn and Grand Central stations have politely, yet in no uncertain terms, again told Mayor Martin H. Kennelly of that city that they want no part in any south-side consolidated or union station plan, and that they consider any such plan financially unsound and unnecessary to the public needs. At the same time, after four years of engineering and economic study, they have submitted to the mayor an alternate plan which will permit the opening and extending of streets to the south of the principal business section, based upon the modernization and extension of existing south-side passenger terminals. This plan, they say, will not only provide the public with adequate railway facilities, but will also greatly improve street traffic conditions and release for commercial development a considerable so-

Characterizing proposals as unnecessary to public needs and economically unsound, they offer comprehensive modernization and extension of existing facilities as an immediate and practicable substitute



Plan submitted by the La Salle, Dearborn and Grand Central groups to show principal street, station and track changes contemplated in their proposals. Locations of the Chicago Union Station and Chicago & North Western Station have been added to show their relative locations. The Illinois Central's lake-front station is off the bottom of the drawing at Roosevelt road, as noted

called "blighted" area, with substantial savings to the railroads and the public.

The railroads' plan is presented at a time when two south-side terminal plans—both involving consolidation in whole or in part, and estimated to cost $200 million or more within the immediate terminal area—are being proposed by the Chicago Plan Commission and the South Side Planning Board, the latter a slum clearance and improvement group. The city also has before it for consideration, in the event a consolidation of south-side terminals is to be effected, a plan presented by the Illinois Central which is in general conformity with the 1919 Lake Front Ordinance, under which the Illinois Central agreed to build a consolidated passenger terminal for the south-side roads on a portion of its lake front property (between 8th and 31st streets), which property was created for that purpose by the ordinance. The proposed terminal is designed to accommodate the roads now using the Central, Dearborn and Grand Central stations and would leave the La Salle Street Station in its present location. The proposed station headhouse would be located south of Roosevelt road and east of Michigan avenue.

The Three Unification Plans

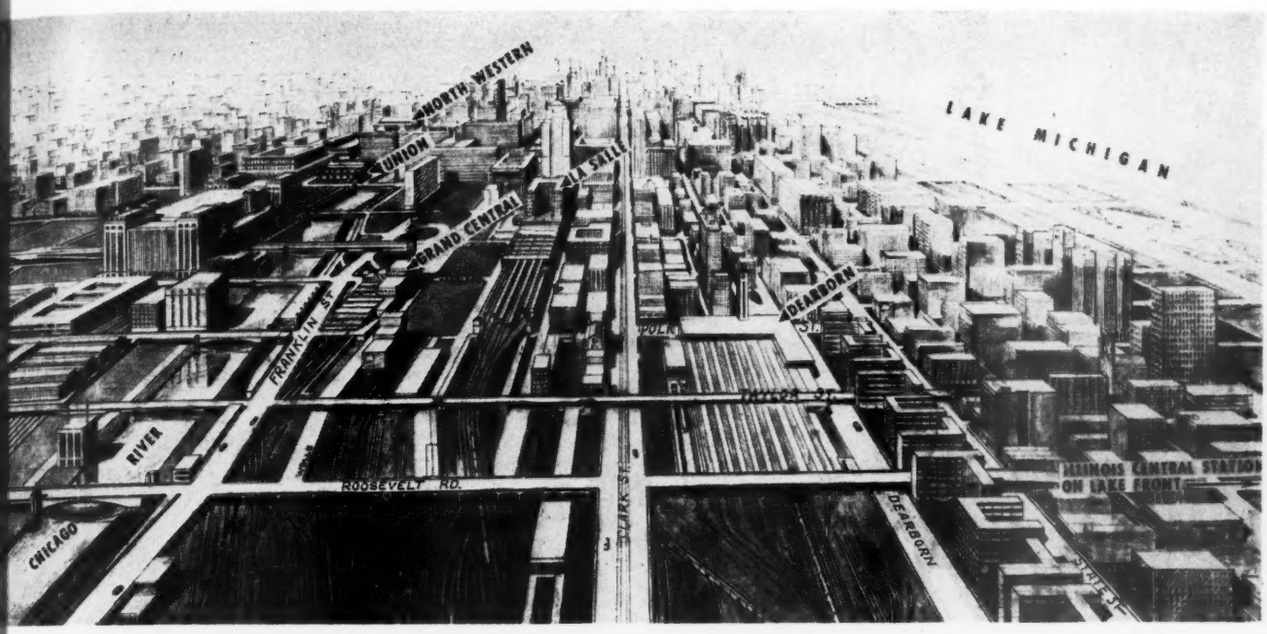
The accompanying aerial photograph of the business center of Chicago will readily orient the reader with respect to the city's elevated rapid transit loop, the four existing south-side passenger terminals involved, and also the Chicago Union Station and the Chicago & North Western Station, both west of the loop, on the west bank of the Chicago river. Neither the Union Station, serving the Pennsylvania, the Chicago, Burlington & Quincy, the Chicago, Milwaukee, St. Paul & Pacific, and the Gulf, Mobile & Ohio, nor the North Western Station, serving the North Western exclusively, is physically involved in any of the present proposals. The problems presented are reserved for the seven roads using the Dearborn Street Station, the three roads using the La Salle Street Station, the four roads served by the Grand Central Station, and the Illinois Central and its two tenant lines operating out of Central Station—all as shown in the accompanying table.

The Chicago Plan Commission wants a large new stub-end, consolidated passenger terminal south of the loop and east of the Chicago river, fronting on the new Congress Street superhighway now authorized for construction. This site is also directly south of the present La Salle Street Station. This new terminal would group under one roof all of the roads now using the La Salle, Dearborn and Grand Central stations, leaving the Illinois Central on the lake front.

The plan of the South Side Planning Board contemplates a new consolidated stub-end passenger terminal located immediately west of the present Chicago Union Station, and calls for the rerouting of main tracks and the relocating of supporting facilities as far south as 75th street. This project would encompass all of the roads in the present south-side stations, but would leave the Illinois Central's commuter traffic on the lake front. Both of these plans and the Illinois Central plan are strongly opposed by the La Salle, Dearborn and Grand Central groups.

Railroads Offer Modernization Plan

What do the La Salle, Dearborn and Grand Central groups propose as an alternative to consolidation? Their proposals are embodied in a graphically illustrated report presented to the mayor of Chicago on December 23, 1949, by Fred G. Gurley, president of the Santa Fe,



The perspective view of the opposite page, looking north toward the loop from Roosevelt road, shows the important civic improvements possible under the railroads' suggestions. Clark street is cleared of all freight facilities with the street widened to its full width (80 ft.). Dearborn street is extended south from Polk street by a slight diversion to the east of the remodeled Dearborn Station, to join with the present Dearborn street near 16th street. Franklin street is opened as a full-width high-speed traffic way south from Harrison street as far as traffic requirements may demand. Polk street is widened in front of the remodeled Dearborn Station between Clark and State streets. Taylor street may be opened at viaduct level east from the Chicago river, coming to grade at Wabash avenue. Property with a frontage of 3,300 ft. on the west side of State street, comprising over 14 acres, and extending from Polk street to 15th street, is released for commercial development

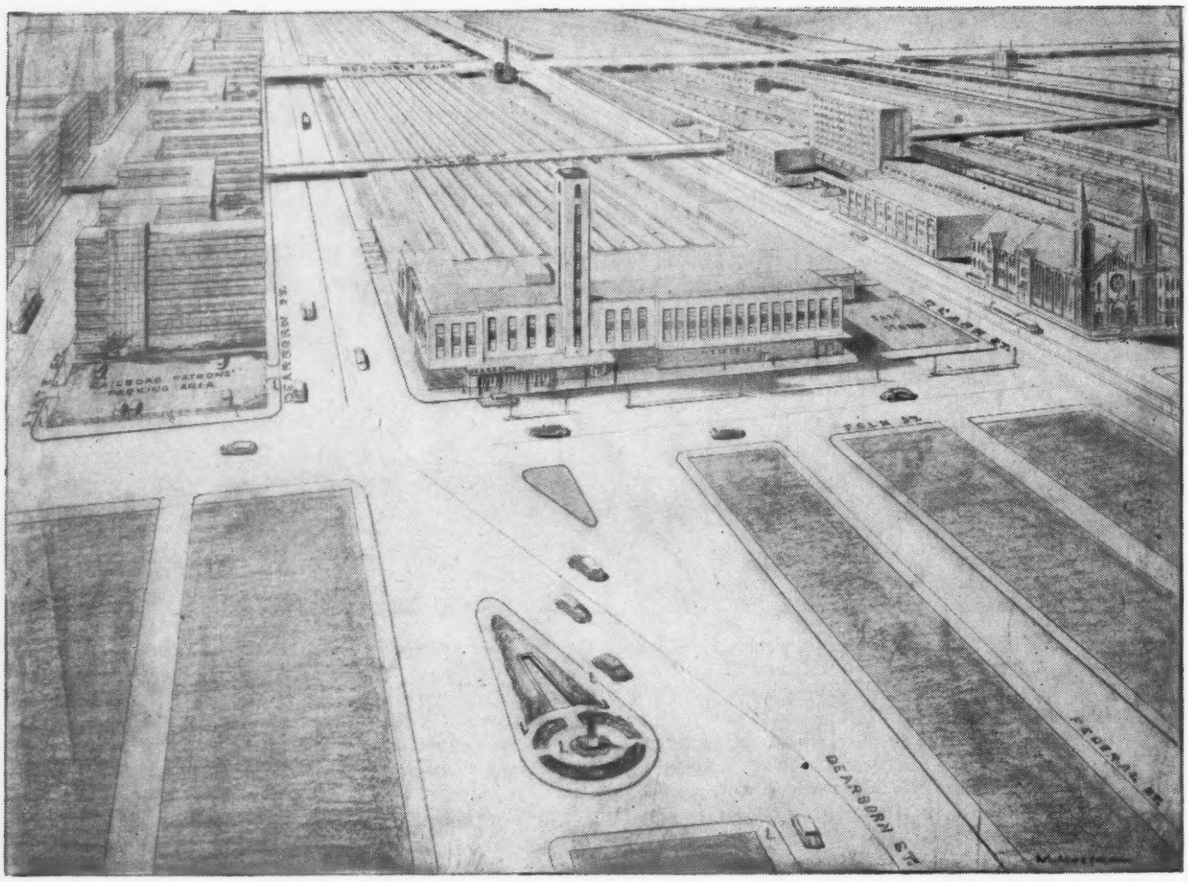
THE OWNER AND TENANT ROADS USING THE PRESENT FOUR SOUTH-SIDE PASSENGER STATIONS IN CHICAGO

DEARBORN	GRAND CENTRAL	LA SALLE	CENTRAL STATION
Atchison, Topeka & Santa Fe	Baltimore & Ohio	Chicago, Rock Island & Pacific	Illinois Central
Chicago & Eastern Illinois	Chesapeake & Ohio (Pere Marquette district)	New York Central	Michigan Central (New York Central)
Chicago, Indianapolis & Louisville	Chicago Great Western	New York, Chicago & St. Louis	Cleveland, Cincinnati, Chicago & St. Louis (New York Central)
Chicago & Western Indiana	Minneapolis, St. Paul & Sault Ste. Marie		
Erie			
Grand Trunk Western			
Wabash			

as chairman. Basically, the railroads present a comprehensive street-opening and improvement program based upon the further modernization, extension and improvement of their present passenger stations. The plan also releases sizable areas from railroad use for modern commercial development.

The general features of the railroads' proposals are shown in the accompanying street and terminal plan and architectural perspectives. One of the latter shows the latest plan devised for the Dearborn Station area, which contemplates the extension of Dearborn street south from Polk street, as a through, widened traffic artery, by beginning the diversion north of Polk street. This plan calls for the acquisition and ownership by the city of the triangular public area that would be created immediately north of Polk street. The view also illustrates the railroads' plan for completely modernizing and extending Dearborn station in its present location on a widened Polk street. Also shown is the greater part of a 14-acre strip of land between State and Dearborn streets, south of Polk street, which would be relieved of railway facilities for commercial development.

Another important feature of the plan in the Dearborn Station area provides for the relocation at points outside of the downtown terminal territory of all of the freighthouses of the six lines using this station. The relocation of these facilities, now situated within the



Looking south at the proposed modernized and extended Dearborn Street Station in its present location, with entirely new track layout. This view also shows the contemplated diversion and extension of Dearborn street to the south past the station, and the greater part of the 14-acre strip of land between State and Dearborn streets, now occupied by railway facilities, which would be released for commercial development

area bounded by Polk street, Clark street, State street and 15th street, would make possible the opening up and improvement of several important north-and-south streets.

Extensive Changes at Dearborn Station

One of the features of the railroads' plan attractive to the roads involved is that it would preserve for continued use—with further desirable modernization and extensions—the three existing passenger stations—La Salle, Dearborn and Grand Central—that have long been recognized as well located from the standpoint of their convenience to the business center of the city. And this would be done with substantial savings over consolidated station proposals.

As is well known to travelers passing through the Dearborn Street Station during the last two years, this station, which was built in 1885, has recently been completely modernized throughout its interior, providing a terminal of beauty, spaciousness and utility.* Under the plan proposed by the railroads the station will be greatly enlarged, the exterior will be modernized, and its tracks and platforms will be rearranged to meet all modern requirements.

The La Salle Street Station, built in 1903, is a modern-type steel, concrete and stone structure, which handles heavy through passenger traffic and approximately 40,000 commuters daily. It is conveniently located near the southwest corner of the elevated rapid transit loop and has direct connection with it. It does not interfere with any of the city's plans for wider streets, its tracks are elevated, and the new Congress Street rapid transit subway has already been constructed under the station with an outlet nearby. In addition, the contemplated Congress Street Expressway will pass through the station at street level.

Further Modernization for La Salle Station

For several years an extensive program of improvements has been under way at this station and many more improvements are planned, including the "streamlining" of the ticket offices, waiting room and train concourse, a new auto parking space for patrons, and a specially designed taxicab court, with private thoroughfare to permit quick entrance and exit without congestion. Other proposed improvements include the

*A detailed description of the modernization of the interior of Dearborn Station appeared in Railway Age of July 19, 1947.

clearing of Clark street by the removal of New York Central and Rock Island tracks therefrom, and the elimination of the New York Central's freighthouse at Clark and Taylor streets.

Improvements at Grand Central Station

The Grand Central Station, fronting on Harrison street, immediately west of and only a block south of the La Salle Street Station, is also close to the business center of the city, and, although built in 1890, offers many conveniences to the traveling public. It has a waiting room adequate to its needs, with all necessary conveniences and services, and a transverse connecting concourse serves track platforms on one side and taxicabs on the other. Station tracks and platforms have recently been extended to accommodate the longest trains operated into the station, and a completely new interlocking plant has been installed to facilitate and expedite the safe handling of trains.

Other improvements to this station contemplated under the railroads' plan include the enclosure of the present concourse and the replacement of the existing balloon-type trainshed with butterfly-type canopies. Also, the proposals include the relocation of present express-handling facilities and two important freighthouses, making possible the extension of Franklin street (along the west side of the station), on a viaduct, from Harrison street south.

The railroads' plan as outlined is estimated to cost the La Salle, Dearborn and Grand Central groups in the neighborhood of $40 million, and is predicated upon an expenditure of $5 million to $15 million by the city for street and related improvements, depending upon the extent to which the city desires to carry out these improvements.

Nothing is contained in the latest report of the railroads to the mayor relative to the Illinois Central's Central Station on the lake front. The Illinois Central did not join the other roads in their report on terminal modernization or reconstruction because of its prior commitments with the city in the Lake Front Ordinance.

Only Economically Sound Proposal Offered

In a foreword to the more technical phases of the report submitted to the mayor, the railroads say that terminal developments in Chicago predicated on two south-side stations, or a single station, cannot be economically justified and fail to give due consideration to the realities of present and prospective trends in passenger travel. They offered their plan in the sincere belief that it alone affords the city a satisfactory and immediate solution to its so-called "Passenger Terminal Problem," and that it is the only one proposed that is founded on sound economics and the best interests of the public and the railroads alike.

Suggestions have been made looking to the creation of a Terminal Authority or similar body to finance and direct the fulfillment of unification, but the railroads say "No" to this proposal on the grounds that such a plan is unfeasible to the Chicago railroad situation. Furthermore, they point out that the fundamental concept of such an authority is tax exemption and substantial financial participation by the public—that such bodies cannot justify their existence otherwise. In addition, they say that any such solution would be a step toward socializing the railroads, which they deplore.

In transmitting the report of the railroads to the mayor, Mr. Gurley, as chairman, took the opportunity to criticize the basic tenets for a consolidated south-side terminal—in any location. He also took issue with those who consider the problem primarily one of financing, and expressed opposition to the creation of any form of public authority to finance and build a unified terminal. "It is not primarily a question of financing." he said—"it is a question of economics." "When economics are right," he declared, "financing will follow—it always has."

Mr. Gurley also differed with those who contend that consolidation would produce increased efficiency in railroad operation, with resulting lower expenses, saying that it is the experience and judgment of railroad management that the consolidation proposed would not reduce expenses but, on the other hand, would increase them.

ATLANTIC COAST LINE
VIRGINIA-NORTH CAROLINA-SOUTH CAROLINA-GEORGIA-FLORIDA-ALABAMA
To Our Colored Friends:
Coast Line is glad to serve its colored friends, and is pleased that so many of them ride with us.
Coast Line hopes that you will continue to use its trains, and that you will tell others that Coast Line welcomes its colored friends and is seeking to provide accommodations and service which make travel on the Coast Line a pleasure.
C. McD. DAVIS,
President
ATLANTIC
COAST LINE
RAILROAD

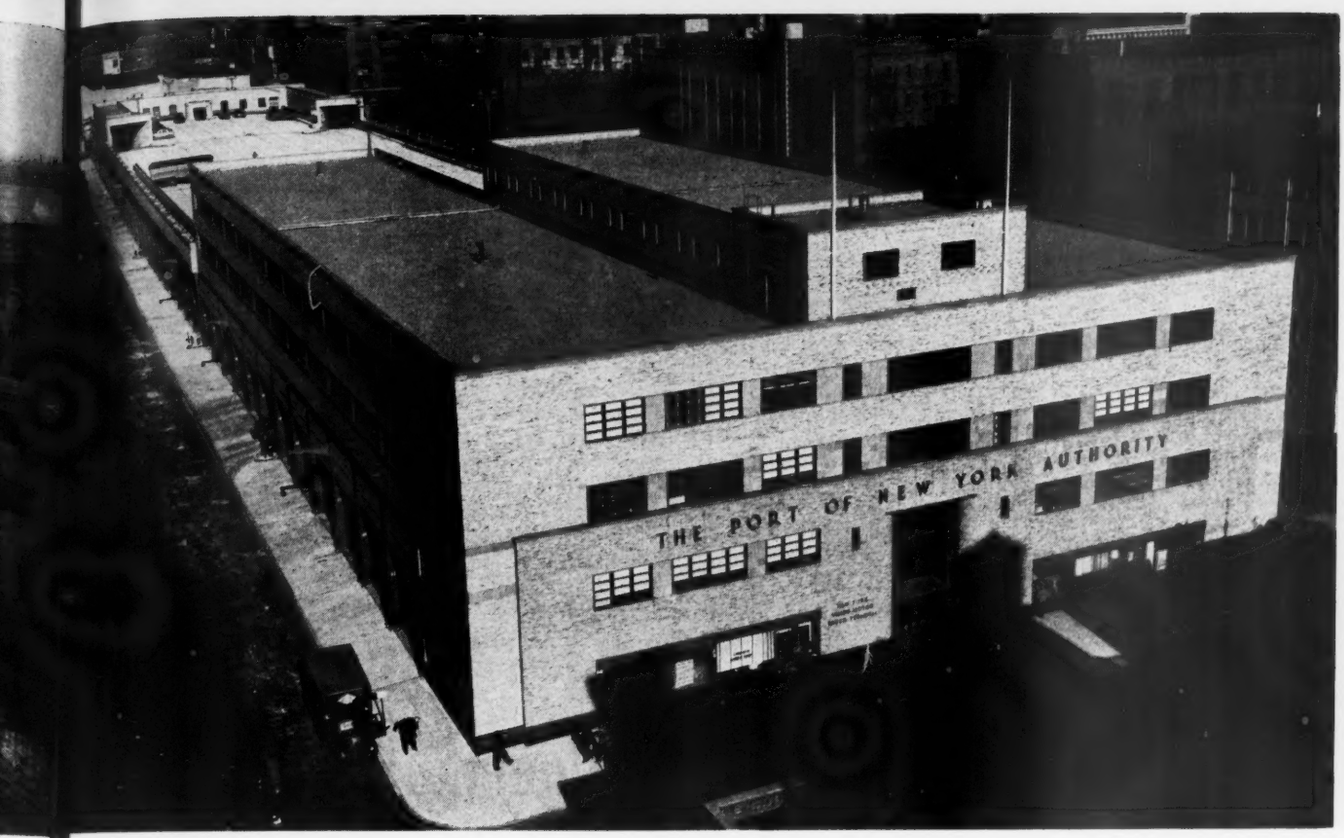
The Atlantic Coast Line, which operates in six southern states with state laws governing segregation of races in passenger-train cars, observes that colored passengers are "sticking to the rails" more consistently than white patrons. In appreciation of this fact, the Coast Line is displaying the placard reproduced above in coaches transporting colored passengers

Adjacent to the New York Central's St. John's Park freight terminal in New York, assessed at $7,753,700, and on which annual taxes are $230,000, is . . .

How One State Agency

Late last year the Port of New York Authority opened its $9,000,000 union motor truck terminal in New York. Scheduled to open later this year, for the benefit of the railroads' already generously subsidized competition, is the same state agency's $24,000,000 New York bus terminal. Although "taxes" on the two Port Authority structures are computed on the assessed value of the land and the miscellaneous old buildings thereon at the time of purchase by the authority, railroads, operating under the free enterprise system, pay full tax rates on their property. Such operations by the Port Authority provide, at low cost, modern and efficient terminal facilities for trucks and buses, thereby adding to their competitive advantages.

Work within the Pennsylvania Station area (left), in New York cost the Pennsylvania—a privately financed enterprise—$29,000,000 at pre-World War I prices. Annual taxes on the station and appurtenant facilities amount to $1,096,000. A new $24,000,000 bus terminal (right), which will facilitate competition with the railroads, is being built a few blocks away with funds raised by the quasi-public Port Authority.



. . . this "publicly owned" motor truck terminal which cost $9,000,000 and pays "taxes" each year of $34,000

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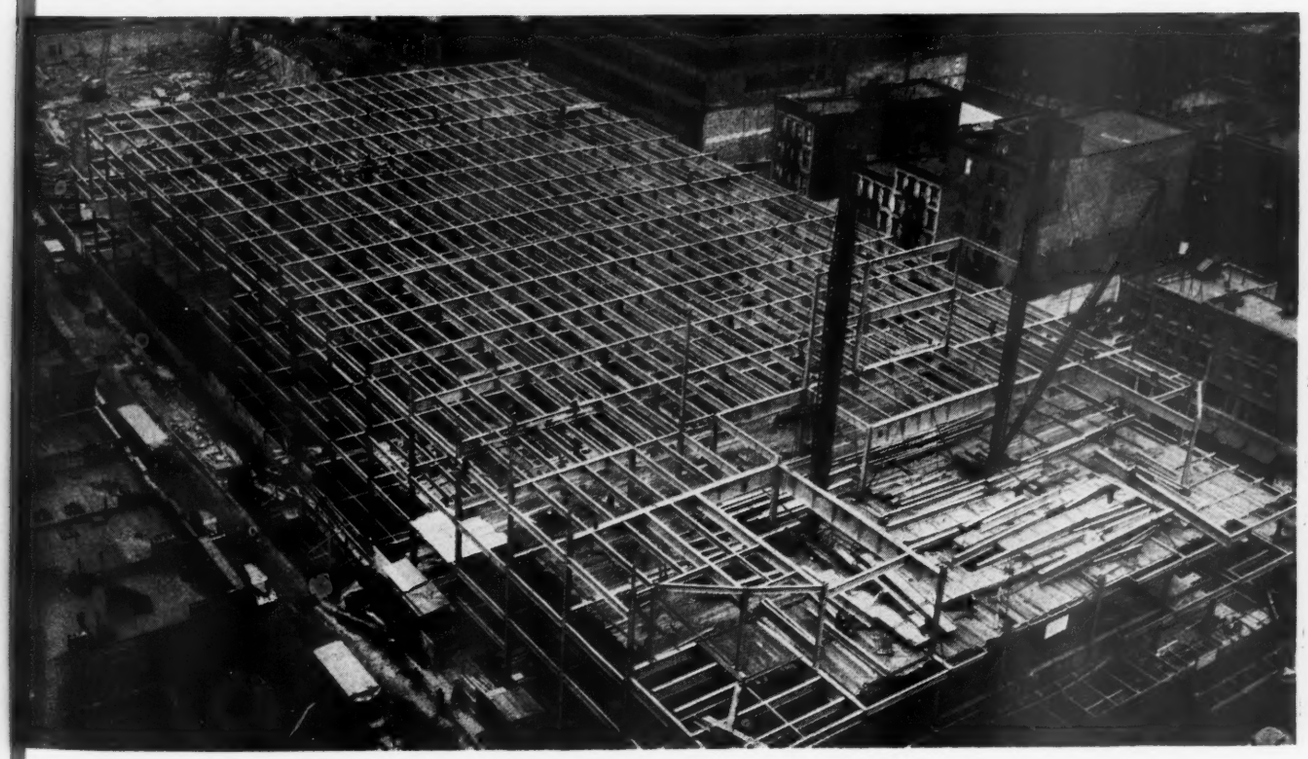
Helps the Railroads' Competitors



50-ton box car with all-aluminum body

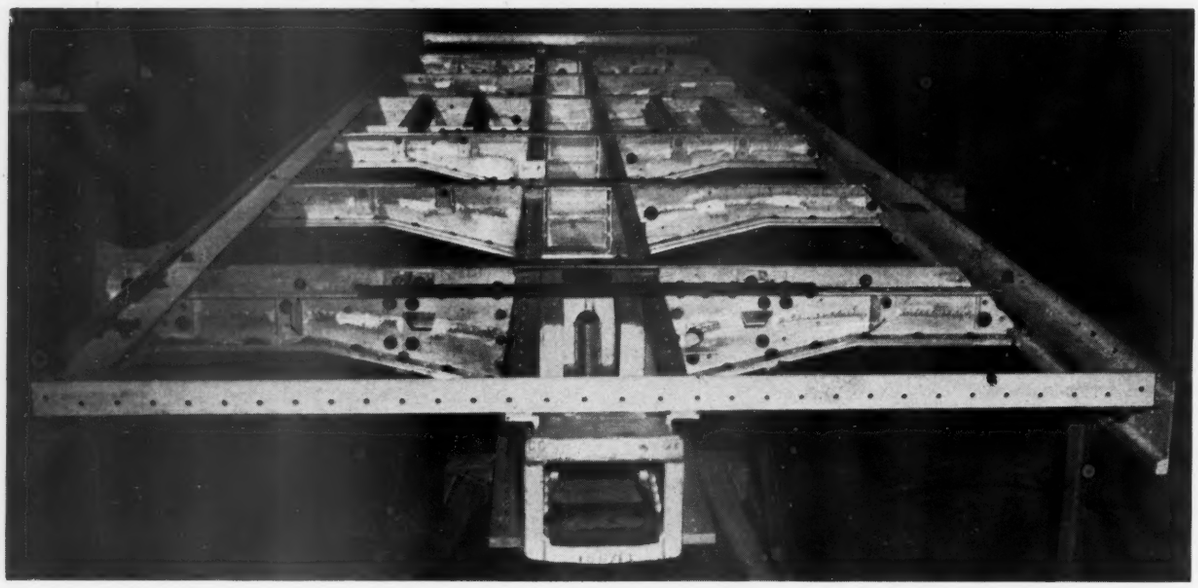
All-aluminum body effects 5½ tons saving in car weight which represents potential increased loading capacity

Record Loads in Aluminum Box Car

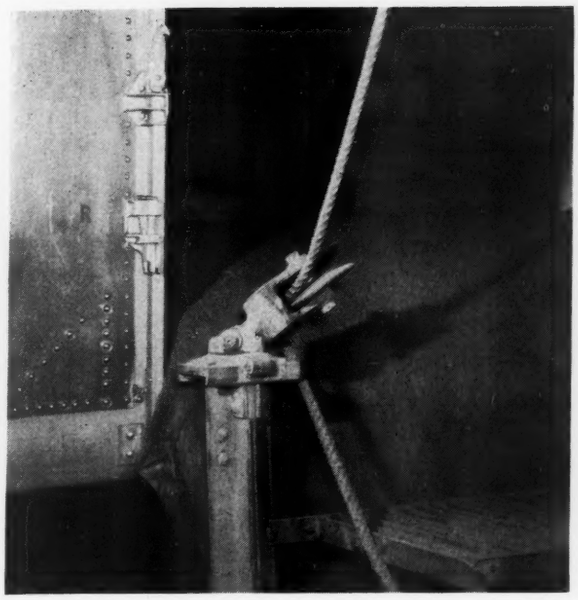
The Roberval & Saguenay in Canada late in 1949 received a 50-ton box car believed to be the first ever constructed with an all-aluminum body including the underframe. The car, designed by the Aluminum Company of Canada, Ltd., and built at the Angus shops of the Canadian Pacific, has a light weight of 34,400 lb., and the estimated saving of 11,000 lb. over equivalent steel construction represents additional pay load which can be carried.

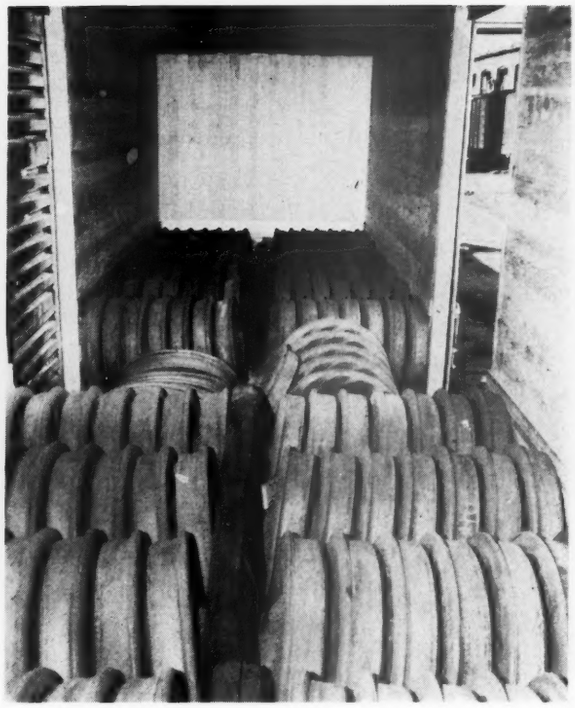
In its first run in regular freight service last fall, the car was loaded with 134,580 lb. (2,243 bushels) of grain at Port McNicoll, Ont., for movement to Montreal, this load being comparable with the average outrun from a conventional 50-ton box car of 124,000 lb. (2,000 bushels). The aluminum car was also given a test load of 179 chilled car wheels having a total weight of 134,650 lb., inspection showing a maximum deflection in the underframe of 35/64 in. and, after being unloaded, a permanent set of 1/16 in.

This car, which is approved for interchange service



The aluminum underframe in process of construction





Above—Unloading 134,580 lb. (2,243 bushels) of grain after the initial run. Right—Test load of 179 car wheels (134,650 lb.) in the all-aluminum box car

by the Association of American Railroads, includes structural members and side sheathing made of aluminum alloy Alcan 65S-T with a minimum yield strength of 35,000 lb. per sq. in., and a weight of 0.098 lb. per cu. in., practically one-third the weight of steel. The wrought aluminum alloy structural members are produced by the extrusion process. This makes possible the manufacture of the special shapes illustrated which are not available by rolling.

General Construction

The underframe is fabricated with aluminum center sills, bolsters, crossbearers and crossties, with welded-steel bolster center braces and rear draft lugs. Draft-gear followers are made of forged aluminum alloy, Alcan 26S-T having a minimum yield strength of 50,000 lb. per sq. in.

The aluminum car is 40 ft. 6 in. long inside, with inside width of 9 ft. 2 in. and an inside height of 10 ft. 6 in.

The cubical capacity is 3,898 cu. ft. and the carrying capacity is 134,600 lb. This gives a lightweight and load-limit ratio of 1 to 3.91 compared to a steel car of the same dimensions with a weight ratio of 1 to 2.65 (pay-load to gross load ratios of 80 percent and 73 percent, respectively).

The center sill is composed of two special channels 12½ in. deep, spaced 12⅞ in. apart, with a 7/16-in. top cover plate, 20 in. wide. The center still has a combined area of 33.18 sq. in. and a weight of 39.02 lb. per foot, whereas the A.A.R. steel center sill has an area of 21.30 sq. in. and a weight of 72.42 lb. per foot.

The bolsters and crossbearers are of conventional design, having ½-in. top and bottom cover plates and ⅜-in. diaphragms. The bolster center filler and rear draft-gear stop are of open hearth steel, welded. The striking casting and front stops are of cast steel, A.A.R. design. The floor stringers, four in number, are 4-in. Z-sections, 1.9 lb. per ft., located two at each side of the center sill.

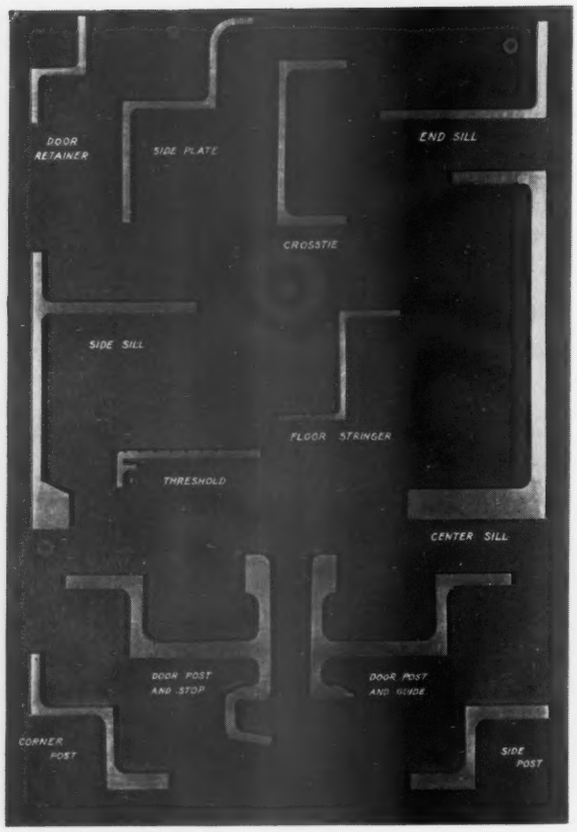
WEIGHT SAVINGS BY USE OF ALUMINUM IN 50-TON BOX CAR

	Weight of aluminum, lb.	Weight in steel, lb.	Saving, lb.
Underframe	3,369	6,385	3,016
Sides	3,449	6,675	3,226
Ends	976	2,697	1,721
Roof	667	1,893	1,226
Running board	175	410	235
Doors	364	1,008	644
Brake gear	226	605	380
Draft gear	97	263	166
Safety appliances	99	277	178
Truck	48	134	86
Miscellaneous	89	—	—
No paint on outside body	—	150	150
	9,559	20,498	11,028

Side sills and side-sill reinforcements are combined in one aluminum alloy section weighing 8 lb. per ft., which replaces six pieces. The design obviates the necessity of cutting away the vertical flange of the sill at the doorway. The side plate is of A.A.R. design W-section made of aluminum alloy. Side posts, ten on each side, are Z-section; corner posts are W-section.

Aluminum Specialties

The side sheathing is of No. 10 B & S gage sheets with uncrimped edges where the sheets overlap at joints. The weight of the side doors, of Youngstown design, is less than half that of conventional steel doors,



Alcan aluminum sections for box cars

and because of their lightness they move more easily. Door fittings are Camel roller lift-type and, with the exception of the door track, rollers and housings, buffer and closing arms, are made of aluminum.

The ends are Dreadnaught improved, three-piece with rounded corners, riveted type, made of aluminum-alloy sheet. Roofs are of aluminum alloy, Murphy improved, riveted, which weighs little more than one-third as much as a steel roof. The running boards and brake step are the Morton Open-Grip design, made of aluminum alloy.

The flooring is 1¾ in. t. & g. boards held in place by M-F aluminum-alloy waterproof bolts and clips to the underframe. The 13/16-in. side and end lining is secured to furrings with aluminum nails and screws, thus avoiding rust-streak stains caused by the use of steel fastenings. Aluminum-alloy bolts secure the furrings to side posts and aluminum stud rivets to ends. At the doorways, threshold plates of fluted extruded aluminum are applied.

Load Compensating Brake Applied

On account of the low tare weight of the car, the standard AB brake does not provide the required braking ratios for the empty and loaded car. Therefore the ABLC (load-compensating) brake was used in order to comply with A.A.R. specifications. The brake cylinder, including the non-pressure head, and the compensating valve are made of aluminum. The Ajax hand brake used on this car has an aluminum housing.

Other aluminum alloy parts include the defect card holder, placard and route board brackets, ladder stiles and brackets, handhold brackets, uncoupling levers and brackets, brake gear brackets and brake levers, pin holes in the latter having bushings made from Shelby steel tubing.

Trucks are the conventional A.A.R. type with Barber stabilized lateral motion feature and Unit-type brake beams.

Journal box lids are made of aluminum alloy. Trucks are equipped with one-wear steel wheels. The truck levers are made from Alcan aluminum alloy 65S-T. Springs are A.A.R.-type with 2½ in. travel.

Steel rivets were used in the fabrication of the underframe and in the application of the safety appliances. In the superstructure, Alcan aluminum alloy 55S-T33 rivets were used, clearance of the rivets in the holes being held to a minimum.

All aluminum to aluminum joints were given a layer of Alumilastic plastic compound. With steel-to-aluminum joints, each surface received a priming coat of zinc chromate and was allowed to dry before application of the Alumilastic. In the case of wood-to-aluminum joints, the wood was given three coats of aluminum paint.

Before application of the wood lining, the interior of the car was cleaned and given a coating of zinc chromate primer and afterwards a spray coating of Flintkote. When completed the outside of the car was cleaned off and left in the natural aluminum finish, the trucks and all steel details being painted; all safety appliances were painted yellow.

From the weight table it will be seen that by the use of 9,559 lb. of aluminum it was possible to save over 11,000 lb. in the car weight. This was further increased by a slight reduction in weight of various other details and the elimination of truck brake hangers to a total of 12,000 lb. or six tons.

Because aluminum does not rust or scale under ordinary atmospheric conditions, is highly resistant to the corrosive action of certain chemicals and does not require paint, its use is expected to result in major savings in maintenance cost.

SPECIALTIES USED ON R. & S. 50-TON ALUMINUM BOX CAR

Made of aluminum alloys:

Ends and roof	Standard Railway Equipment Company, Chicago
Running board and brake step	Morton Manufacturing Company, Chicago
Side doors and roller-lift fixtures	Youngstown Steel Door Co., Chicago
Defect card holder	Apex Railway Products Co., Chicago
Water-tight bolts and floor clips	McLean-Fogg Lock Nut Co., Chicago
Journal box lids	Union Spring & Manufacturing Co., New Kensington, Pa.

Made primarily of other materials:

Couplers	A.A.R. standard Type-E
Coupler yokes	A.A.R. vertical-type
Draft gear, A22-XL	W. H. Miner, Inc., Chicago
Air brakes, Type ABLC	Westinghouse Air Brake Co., Wilmerding, Pa.
Trucks	A.A.R.-Type, Barber cross-stabilized, Unit brake beams
Wheels	One-wear wrought steel
Springs	A.A.R. 2½ in. travel
Hand brake, aluminum housing	Ajax-Consolidated Co., Chicago

Canadian Pacific Speeds Car Tracing

With Teletype and I.B.M. punched-card equipment the road provides better service for shippers and consignees and accelerates terminal operations

Left—As a punched card for each car in the train is fed through the I.B.M. machine (right) its notations are transferred to a perforated tape, which in turn is fed through the Teletype transmitter in the center. In the background is another sending unit. Right—This sorting machine puts car cards in numerical order at a rate of over 100 per minute. These cards then go to another machine which produces from them a complete list, in numerical order, of all cars handled on the Windsor-Montreal line of the C.P.R. (for a 24-hour period)

Speeded-up service and improved information facilities are the direct results of a new car record and tracing system established by the Canadian Pacific to assist in the handling of traffic on its busy Windsor, Ont.-Montreal run, an important part of the Chicago-to-Boston through service. Incorporating automatic International Business Machine apparatus and Teletype circuits, which link all yards on the Montreal-Windsor line, the new installation makes for faster handling of freight trains through busy terminals. In addition, it enables the road to give shippers and consignees up-to-the-minute reports on the location of shipments over the 850-mile route. This is of increasing importance as more and more industries are relying on tightly scheduled rail movements rather than warehousing to maintain a smooth flow of supplies.

Further results of the installation have been:

1. To furnish railway officers with an immediate check on delays to cars;

2. To reduce the amount of clerical work in yard offices;

3. To provide the receiving yard with a switch list of cars in the order in which they stand in the train, from caboose to locomotive, several hours before the train arrives, thus making possible better switching;

4. To enable the central tracing office at Montreal to furnish to off-line traffic officers passing reports showing the cars handled 24 hours previously;

5. To reduce clerical record work in the central record office;

6. To make possible the interception and diversion of cars in transit; and

7. To improve car distribution and reduce the terminal time of cars.

The wheel report continues to serve as the basic transportation report for statistics, car accounting, car movement records and other information. With the use of the I.B.M. machines the report is prepared be-

fore the train leaves the terminal, and as it is being prepared the information is mechanically transmitted by Teletype to the next district terminal, to the dispatcher and the transportation office. In this way the transportation office has this report before the train leaves.

Card Punched for Each Waybill

To prepare this wheel report, the practice is that as cars arrive at the yard the waybills are sent immediately to a punch-card machine operator. He punches into a card practically all the information on the waybill. These cards are filed with the waybills in the waybill case. When the train is being made up to leave, the waybills are taken from the case, and the cards are separated from the bills. The cards then are placed in a card-to-tape machine which produces from them a list (the wheel report) and a tape, which in turn transmits the report to any number of distant points. If the wire circuit is not available at the moment the tape can be held and the information transmitted later.

The clerk who first punches the I.B.M. card shows thereon the arrival time of the car in the yard and this information is transmitted by wire. The wheel report shows both the arrival time in the yard and the departure time, providing a ready check on delays.

Once the cards have been punched, all car records and reports in the yard office, including yard index, are mechanically produced from the cards, eliminating any further car record work. As the wheel report is transmitted by wire there is no necessity for train consists, train switch lists, manifests or red card reports, telegraphic passing reports or any other special reports.

The receiving yard, having the switch list hours before the arrival of the train, can arrange for handling train connections with greater advantage than heretofore. At the second terminal the punch cards are prepared from the tape produced by the transmitted message with manual punching necessary only for local waybills or cars picked up en route.

With the wheel reports in the central tracing office at Montreal and the records being reproduced from Teletype tape on punch cards, these cards can be sorted mechanically and used to produce any kind of record which may be required. By 6 p. m. daily, all of the car records received during the day are sorted in order by car numbers, and a book is printed between 6 and 10 p. m. These books are sent out on the night trains to various officers, and a complete record of cars handled in the 24-hr. period ending at 6 p. m. is available in most offices the following morning. This record shows all cars handled, entered in the book in numerical order. In addition, a number of the traffic officers are supplied by wire with record of the cars as the trains leave.

The system has been installed only between Windsor, Ont., and Montreal but soon is to be extended to Newport, Vt., and Wells River, with further extensions contemplated.

The mechanization of car accounting is being progressed at the same time.

WHAT ARE THE RAILROADS FOR?

How may we continue to have sound, privately owned and operated railways, while we spend public money for waterways, highways and airways? How may an industry up against competition with the public treasury attract adequate capital? How may our great highway transportation industry—an essential part of the nation's transportation—operate on a sound foundation of private enterprise? How may the air transport industry be weaned away from dependence on subsidies, now largely disguised in the form of excessive mail pay? How may we liquidate the folly in the government operated Inland Waterways Corporation, and in tax-consuming ditches such as the New York State Barge Canal?

The railroads offer, as a key to a solution—*equality of opportunity* under our system of private enterprise. This means fair play—fair competition. Here are things we can be for. The sense of fair play is a part of the American tradition. . . .

How do we make "fair play" effective in transportation? May I suggest—

1. Let each competitor for the shippers' patronage stand on his own feet and pay for what he gets, whenever he uses public facilities.

2. Transportation is a public utility—one of prime importance. Why should one fellow get part of his service free, while another pays? It is about as sensible as saying, if you use electricity, half your bill will be paid out of the public treasury, but if you use gas, you pay the whole bill out of your own pocket.

3. Equality among users of transportation is the objective. The effect of inequality among competing carriers is only incidental. The real evil of inequality is its effect upon shippers—upon the users of transportation. Let us recall the day when railroad rebates were a problem. The real evil of rebating was not its effect on railroads—it was the destructive effect of affording to one shipper a lower rate than his competitor. That is why, nearly 50 years ago, members of Congress, railroad men and shippers were unanimous in condemnation of rebating. There is equal reason why all should be equally unanimous today in demanding equality and fair competition. The shipper who can get a "free ride"— in whole or in part—at public expense is benefited, to the detriment of the fellow who must pay for what he gets. . . .

We railroad men must accept some very plain obligations, if we are to merit your support in obtaining what we ask.

One of our obligations is to give you the facts, straight from the shoulder, not pulling any punches.

But more than this, it is our job to run our railroads in a way that will continue to merit your confidence and your patronage. Specifically, when you pay your good money to ship your freight by rail, it is up to us to give you service. If we don't, we cannot rightfully ask for your patronage. . . .

Let every user of public facilities pay for what he gets—and let all transportation pay fair taxes for the support of general government. Then, let the fellow who provides the best service, who reduces his costs and makes attractive rates, get the business. Then there can be no alibis—performance will be the test. . . .

You and I are not doing our jobs in transportation unless we accept our duty as citizens to know the facts; to understand our legitimate interest; and to let our legislators and public officials know what we think.

—From an address to the Traffic Club of Newark, N. J., by Carleton W. Meyer, director of economics and costs of the Chesapeake & Ohio.

GENERAL NEWS

I.C.C. Issues New Coal-Saving Orders

Cuts Mileage of both freight and passenger locomotives

Acting after the bituminous coal miners' strike had reached the complete stoppage stage, Division 3 of the Interstate Commerce Commission, on February 8, issued service orders requiring a 25 per cent reduction in the mileage of coal-burning freight locomotives and a further reduction, to 50 per cent, in the mileage of coal burners in passenger service, the orders are, respectively, Nos. 847 and 846; they were issued to become effective at 11:59 p.m. on February 10 and were scheduled to expire at 11:59 p.m. March 30, unless otherwise modified.

The freight order prohibits railroads from operating a daily total of coal-burning steam freight locomotive mileage in road service in excess of 75 per cent of that operated on February 8—"except that coal-burning freight locomotives in coal mine service may be operated in addition to the reduction ordered."

The order, as does the passenger-service order, applies to intrastate as well as interstate commerce. It also stipulates that each railroad "is authorized and directed insofar as is possible in carrying out its common carrier duties, and in accordance with its operating conditions, to operate full tonnage trains, issue necessary embargoes to conduct its operations, and take such other measures as are possible to conserve the use of locomotive fuel coal."

The passenger order prohibits any road from operating coal-burning steam locomotives in passenger service daily in an amount in excess of 50 per cent of such daily mileage as it operated on December 1, 1949. This order supersedes Service Order No. 845 under which railroads without more than 25 days' supply of fuel coal had been required to reduce their coal-burning, passenger-service locomotive mileage 33⅓ per cent below the December 1, 1949, total. With the issuance of the new orders, No. 845 was vacated by service order No. 845-A, effective at 11:59 p.m. February 10.

The commission's action was preceded by conferences which its chairman, Colonel J. Monroe Johnson, held on the forenoon of February 8. Representatives of the car service division of the Association of American Railroads, attended these conferences, but it was stated at the A.A.R. that they did not ask for nor recommend any service order.

A check made by the A.A.R. on February 2 showed that the railroads as a whole then had a 14.8-days' supply of fuel coal. Ten roads were found with stocks "pretty low." A recheck on February 6 indicated that there was a 15.2-days' supply at that time, when the full strike of the miners was under way. It was explained that the elimination of coal trains as a result of the cessation of mining has the effect of greatly reducing the railroads' coal consumption.

The commission introduced its orders with stipulations to the effect that "reserve stocks of railroad locomotive fuel coal have decreased," and that "some such reserves have reached a dangerously low point." Meanwhile, President Truman has invoked Taft-Hartley law procedures in an effort to settle the miners' strike; and the Taft-Hartley board appointed by him began its consideration of the controversy in Washington, D. C., on February 8.

In compliance with the commission's new order the Pennsylvania announced it was discontinuing 29 additional trains and consolidating some others. The New York Central merged or discontinued 48 trains. Because their motive power consists principally of Diesel-electric or electric locomotives the Delaware, Lackawanna & Western and the New York, New Haven & Hartford said no changes would be made in their schedules.

The Baltimore & Ohio cancelled 25 more trains and also is planning to reduce its coal-burning freight mileage by 25 per cent.

Reefers Discussed Before Shippers

Private line men tell status of trial installations

A review of the present status of technical development of refrigerator-car service on American railroads, and a look ahead at developments of the future, some of which are already in experimental service, took place at a meeting of the Refrigerator Car Committee of the United Fresh Fruit & Vegetable Association on January 30 at New York, during the convention of the association. In addition to members of the committee, the meeting was attended by officers and representatives of railways and private car lines, the Association of American Railroads, and the Department of Agriculture.

"Soapbox for Freedom"

Another full-page "Soapbox for Freedom" advertisement of the Texas & Pacific —carrying on the message of one published in certain newspapers last summer, as noted in the *Railway Age* of August 6, 1949, page 58—appeared more recently in the January 21 issue of the Saturday Evening Post. The announced purpose of the advertisement is to "combat the ever-increasing trend toward government interference into the lives of individual citizens of this nation."

The advertisement points out that "it's time to get scared when your freedom is in jeopardy . . . when someone tries to trade you an artificial bill of goods labeled 'security' for your personal freedom. . . . There is constant pressure for the government to provide security from want by the adoption of programs which call for more T. V. A.'s, an increase in minimum wages, bigger social benefits, socialized medical care, aids to education, more government building of rent houses and bigger subsidies to farmers as well as to certain other forms of business. . . . The inmates of Alcatraz, and other penal institutions, have security . . . the *complete kind* . . . where the government provides all the food, clothing, shelter and medical services . . . but it's at the price of freedom."

The committee, under the leadership of its chairman, John N. Kelley, manager, fruit transportation, Fruit Dispatch Company, New York, began its work in 1944, developing specifications for a refrigerator car which it presented to railroads and private car lines as meeting the demands of the entire fruit and vegetable growing and distributing industry. As of October 1, Mr. Kelley stated, there were 30,500 strictly modern cars in service, all equipped with circulating fans, and 57,210 additional cars were equipped for stage icing; 19,500 of these are suitable for transportation of frozen foods.

Results of Tests

A comprehensive program of tests, in the formulation of which the committee participated, are being conducted by the A.A.R. and the Department of Agriculture. During the meeting Dr. W. T. Pentzer, principal horticulturist of the department's Bureau of Plant Industry, Soils and Agricultural Engineering, reviewed results of tests conducted by the bureau during 1946, 1947, and 1948,

In recognition of his "outstanding service to the railroad industry" and to the "development of Arkansas," Clark Hungerford, president of the St. Louis-San Francisco, was awarded the honorary degree of Doctor of Laws on January 28 at commencement exercises of the University of Arkansas. Virgil Adkisson, dean of the university's graduate school, is here shown placing on Mr. Hungerford the doctor's hood

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which he summarized in the following conclusions:

"The modern car, which has built-in fans, collapsible bulkheads, 3½ to 4 in. of insulation, and end bunkers holding 11,000 lb. of ice or more, performs well under most of the services for which it is used. As a precooler, it will do a good job in 24 hr., and under bunker refrigeration service it is capable of maintaining temperatures about 40 deg. F. or less. By judicious salting of the ice, temperatures close to 35 to 36 deg. F. can be maintained throughout the load. Under maximum salting for frozen foods, temperatures of about 10 to 15 deg. can be held in transit. Body and package icing, commonly used for leafy vegetables, give transit temperatures in the range of 32 to 36 deg. F. When temperatures in the 50's or 60's are needed, for such sensitive commodities as tomatoes, ventilation or a combination of ventilation and refrigeration can be used. In cold weather ventilation is sometimes used instead of refrigeration. The chief problem in heater service is to avoid overheating, and use of fan cars and thermostatically controlled heaters has been of great benefit in this respect."

V. R. Hawthorne, executive vice-chairman, Mechanical Division, A.A.R., told of the major activities of the division for improvement of freight cars — testing of draft gears under the certification system; road and laboratory tests for improvement of riding qualities of freight-car trucks, on which he said the division had spent $150,000 up to 1950, and studies for improvement of refrigerator cars now under way.

Representatives of several private car lines referred to use of the Duryea cushion underframe on refrigerator cars as one of the features they are considering in their programs of improvement. One of these is the General American Transportation Corporation, which has had 550 cars in service with this underframe since 1940. Reports of test runs of these cars are said to have shown no shocks, and they are reducing lading damage and car maintenance. The Santa Fe Refrigerator Despatch now has 1,246 such cars in service. Mr. Hawthorne said that the Mechanical Division proposed to test the Duryea underframe and that this might be done during 1950.

Other Developments Discussed

Other developments discussed were improved insulation, metal floor racks, wider doors to permit mechanized loading, double-deck cars for loading citrus fruit in bags, and mechanical refrigeration. General American reported a new insulation in 50 cars recently built which, under dry-ice refrigeration, will hold zero temperature. Metal floor racks are reported to be causing some damage to fruits and vegetables shipped in bags. There is recognition of the need for wider car doors to facilitate palletized loading and use of power trucks for loading and unloading. Where such doors are already in use, there have been complaints that they are difficult to open for examination of the load en route. Fruit Growers Express now has 442 cars fitted with double-deck racks for loading Florida citrus fruit in bags. These cars reduce damage to bottom layers by reducing the weight carried on them.

R. W. Hoecker, chief, Transportation Research Division, Production and Marketing Administration, Department of Agriculture, described the Thermo King gasoline-engine-driven refrigeration system now in experimental service in an F.G.E. refrigerator car, and J. C. Rill, president of that company, voiced the situation which is causing an increase of interest in types of refrigeration other than water ice. Frozen concentrates, because of their sugar content, become slushy at temperatures above 15 to 18 deg. F.

Other Types of Refrigeration

Mr. Rill listed four other systems of refrigeration in experimental service in one or more F.G.E. cars. These are Diesel-mechanical, Diesel-electric, dry ice with secondary water ice, and the split ammonia system. K. V. Plummer, vice-president and general manager, Pacific Fruit Express Company, expressed the opinion that the potentialities of ice and salt had not yet been exhausted. In the interest of the shipper he favors continuing with this just as far as it can be developed because of the high cost of other types of refrigeration. Col. R. L. Wheeler, associate director, Fruit and Vegetable Division, Department of Agriculture, Ottawa, Ont., said he did not believe shippers in Canada would pay for temperatures lower than 10 deg. F.

The discussion evidenced interest in use of underbody heaters and fluid heat exchange coils on the car floor, with which the Canadian National has 3,200 refrigerator cars equipped, the Illinois Central, six, and the Burlington Refrigerator Express, two. These heaters are expensive to install, but, once installed, do not have to be removed from the car. They also provided a better heat distribution, eliminating loads with "cooked" tops and frozen bottoms which occur with bunker type heaters.

C. A. Richardson, chief engineer, refrigerator car research, A.A.R. reported progress in use of a mixture of tank ice and 30 per cent salt for protection of frozen foods in transportation, together with some definite information on icing-station locations. Some facts, he said, have also been developed on use of limited amounts of salt with tank ice in which some freezing hazard to canteloupes has developed, especially if top iced or precooled.

Mr. Richardson also reported on a study made at the request of the industry's committee showing that the height of refrigerator car floors above the rail ranged from 3 ft. 11 in. to 4 ft. 11 in., 5 in. [In Plate C-2, Supplement to the Manual of the Mechanical Division, A.A.R., Specifications for Standard Freight Refrigerator Cars, the height from rail to floor is shown as 4 ft. 2 in., minimum, and 4 ft. 4 in., maximum.—Editor.] This study also included clearances from the center line of the car to the outside of open refrigerator-car doors which cover a range of 5 ft. 2 in. to 6 ft. 4½ in. Ninety four per cent of the 112,176 cars on which the report is based are within a range from 5 ft. 4½ in. to 6 ft. ½ in., inclusive; approximately 84 per cent lie within the range of 5 ft. 4½ in. and 5 ft. 10½ in., inclusive.

Gas-Turbine-Electric Completes 27,500 Mi. of Rail Tests

The gas-turbine-electric locomotive built by the American Locomotive and General Electric Companies has operated some 27,500 mi. in service tests on various railroads since it was placed on the rails in November, 1948. It has been in freight service on the Union Pacific since last July.

The locomotive has handled over 67 million ton-miles of freight traffic and accumulated 1,900 hr. of operation on its power plant. It has operated satisfactorily on Bunker "C" oil, and has per-

formed in temperatures as high as 110 deg. F., and at altitudes up to 8,000 ft. It has worked in tunnels up to a mile long with no indication of difficulty. Complete operating statistics will not be assembled until some time next summer when later phases of the test work are completed.

The locomotive is now in the shops at Los Angeles, Cal., undergoing thorough inspection before undertaking a new test phase stressing cold weather and long distance operation. G. W. Wilson, manager of G. E.'s Locomotive and Car Equipment Divisions, said it is hoped that, during the remainder of the winter, the unit can be placed in road freight service on U. P. divisions subject to extremely low temperatures.

Approve Site for South-Side Union Station in Chicago

With little more than a rough estimate of the cost ($200 million), and no specific idea whatever as to how financing would be effected, or of the many legal aspects involved, the City Planning Advisory Board to the Chicago Plan Commission, on February 6, voted favorably upon the commission's plan for consolidation of Chicago's south side passenger stations on a site a block or more south of the southwest corner of the city's elevated rapid transit loop, and almost directly south of the LaSalle Street station.

The stations involved in the consolidation plan include Dearborn; Grand Central, and LaSalle Street. The Illinois Central's Central station on the lake front, serving the I.C., the Michigan Central and the Cleveland, Cincinnati, Chicago & St. Louis (both New York Central), would not be involved.

The board had before it three plans for consolidation, as well as a plan proposed by the 14 roads serving the Dearborn, LaSalle Street and Grand Central stations for modernization and extension of existing south-side passenger terminals, which proposed the essential street improvements sought by the city under any of the plans to improve traffic conditions. Details of the railroads' plan are set forth in a feature article in this issue.

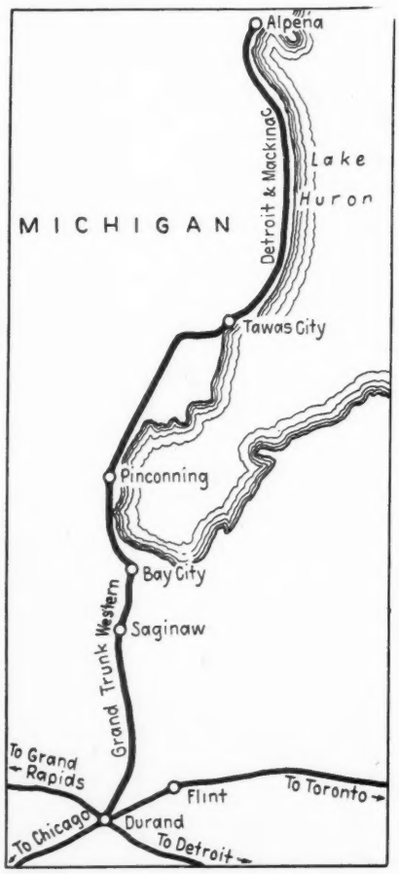
The other two consolidation plans were proposed by the South Side Planning Board, a slum clearance and improvement group, and the Illinois Central, both of which plans are mentioned briefly in the feature article referred to.

The action of the board to adopt the City Plan Commission's proposal was taken in spite of an amendment supported by many on the board, which would have postponed a decision pending a study of the costs and legal aspects. It was explained, however, that the action of the board is merely a recommendation to the City Council, which, necessarily, will have to give consideration to all phases of the problem. The railroads have attacked consolidation under any of the proposed plans as unnecessary and economically unsound.

G.T.W.-D. & M. Establish Detroit-Alpena Passenger Train

C. A. Skog, vice-president and general manager of the Grand Trunk Western, and C. A. Pinkerton, Jr., president and general manager of the Detroit & Mackinac, held a ribbon across the track at Alpena, Mich., on February 6, to be severed by the inaugural departure of a new interline train to Detroit, 244 mi., via Bay City and Saginaw.

The new service — made possible by re-arrangement and coordination of existing Grand Trunk and D.&M. passenger service — makes direct connections at Durand, Mich., with G. T. trains to and from Chicago, Battle Creek, Mich., and the state capital at Lansing; Toronto, Ont., and Flint, Mich., and Muskegon and Grand Rapids. An air-conditioned coach is operated through between Detroit and Alpena. From Alpena to Durand the train is handled by a D. & M. 1,500-hp. Diesel road-switching locomotive. Beyond Durand, the through equipment is consolidated with a Muskegon-Detroit passenger train.



The new Alpena, Mich.-Detroit train, operated jointly by the Grand Trunk Western and the Detroit & Mackinac, provides service to many destinations through direct connections at Durand

The new service leaves Alpena at 9:35 a.m. and arrives at Detroit at 5:55 p.m. Returning, the train leaves Detroit at 1:40 p.m. and arrives at Alpena at 10:00 p.m. The connections at Durand make possible, for the first time in a number of years, a daylight railroad trip between D.&M. points and Detroit, Chicago, Toronto and intermediate stations.

Asked by the press—who were guests of the two railroads on the inaugural run—whether the new trains would eventually provide dining or parlor car service, Mr. Skog stated that additional equipment would be provided to the extent that patronage warrants; that he hoped operation of a through parlor-buffet car to Chicago might prove justified.

Conemaugh & Black Lick Strike Called Off

Striking employees of the Conemaugh & Black Lick, all members of the C.I.O.'s steelworkers' union, returned to work late last week. The strike had been attributed to the alleged posting of signs by the company saying that a social insurance program was being discontinued (see last week's *Railway Age*, page 57). The strike was called off after the union reportedly agreed to administer an interim social insurance program until a permanent program can be negotiated.

Signaling Order Modified For Santa Fe and U. P.

Division 3 of the Interstate Commerce Commission has granted petitions of the Atchison, Topeka & Santa Fe and the Union Pacific for modification of its June 17, 1947, order which requires railroads to install automatic train-stop or train-control systems, or automatic cab-signal systems, on lines over which any train is operated at a speed of 80 m.p.h. or more. The modifications were made, respectively, in the commission's sixth and seventh reports (both by Commissioner Patterson) on further hearing in No. 29543.

The relief accorded the Santa Fe will permit a different scheduling of the required installations, but does not change the December 31, 1952, deadline by which all such installations must be completed. The basic order, as amended, stipulated that when the required installations were to be made on 100 mi. of track or less, they should be completed by December 31, 1948; and that when they were to be made on more than 100 mi. of track, specified percentages and mileages were to be completed each year through 1952.

The modifications made for the Santa Fe provide that the installations required of it "be made on not less than 33⅓ per cent of the miles of track during each of the calendar years 1950 and 1951, and on the remainder of the miles of track during the calendar year 1952." The report indicated that about

2,930 mi. of Santa Fe track will be involved, and that the road will install on such lines an intermittent train-stop system.

The relief accorded the U. P. will permit that road to operate freight locomotives in cab-signal territory without their being equipped with cab signal devices. Figures in the report put the total cost of the U. P.'s present cab-signal program at more than $6,300,000. Another $1,156,850 would have been added if it had not got the present modification and thus had to equip 265 additional locomotive units.

Transport Problem Discussed At U. S. Chamber's Conference

The need for impartial government treatment of competing transport agencies was emphasized by leaders of the National Transportation Conference sponsored by the United States Chamber of Commerce in Washington, D. C., on February 1 and 2.

Charles L. Dearing, of the Brookings Institution, led one session of the conference in a discussion of the subsidy issue in transportation, while Sidney L. Miller, chairman, Transportation Department, University of Pittsburgh, headed discussions on "Transportation and National Security." Other speakers at the conference, which brought together some 125 participants for round-table sessions, included John H. Frederick, professor of transportation University of Maryland, and consultant to the Transportation Association of America; Murray Shields vice-president of the Bank of Manhattan, New York; and B. N. Behling, senior transportation specialist, Legislative Reference Service, Library of Congress.

In examining the subsidy problem, Dr. Dearing said there is nothing "inherently objectionable" in a public aid program from a political or an economic standpoint, but added that two major issues are involved. These he posed as questions: "Are the resultant public benefits commensurate with the expenditures made?" and "Does a particular subsidy program generate net diseconomics in the overall economic and social structure?"

Dr. Dearing went on to say that unless allocation of traffic among various transportation agencies is to be "materially influenced" by government preferences, rather than by relative cost, efficiency, and quality of service, some solution to the subsidy problem must be found. "Government has chosen to distribute its subsidies unevenly among transport agencies that are actively competing for a limited volume of traffic," he said.

The session led by Prof. Miller on national security was concerned in part with the need for developing peacetime transportation facilities capable of quick transition to wartime needs. One of the principal questions arising here Mr. Miller said, is whether the burden of supporting "standby" facilities during periods of peace can be borne by the private investor in one or several types of transport, while government bears the burden for competing types. He said that it is up to Congress to "determine the basis upon which these questions are to be resolved," but that it can do so effectively only by using the guidance and counsel of those whose particular knowledge and training fit them to perform such service. He warned that "failure to devise a proper solution may well imperil private enterprise in the field of transport."

Other discussions during the two-day conference touched upon specific problems in the field of transportation. Dr. Frederick directed attention to problems in government transportation administration by asking whether there should be a single regulatory agency and a single promotional agency, or whether these functions should be completely separated for individual forms of transport. He said that Congress, in determining national transportation policy and the organization needed to effectuate that policy, must not only answer this question but must decide how best to give impartial treatment to all types of transport and assure shippers and travelers of economical and efficient service.

Mr. Shields, who addressed the conference group the opening day, called for "a moderate reduction in government expenditures and taxes, a modification of our labor laws and government policy toward business, and a moderate change in our fiscal and reserve policies" as a means of improving the nation's economy. He predicted that a great period of business prosperity would follow and the risk of depression "would be virtually eliminated" if these recommendations were adopted.

The closing session of the conference was a summation of the proceedings by Mr. Behling. A meeting of the Transportation Committee of the Chamber of Commerce was set for the following day and Chairman Evans A. Nash of that group expressed hope that many of the ideas and viewpoints discussed at the conference might be translated into chamber policy.

Next Hearing in Ogden Gateway Case Assigned for Boise

The Interstate Commerce Commission has announced that the next hearing in the Ogden Gateway case will now be held at Boise, Idaho, on April 3, before Examiner F. E. Mullen. This assignment was in response to requests received from parties, and the commission has cancelled the hearing previously scheduled for February 15 at Salt Lake City, Utah.

The proceeding, No.30297, involves the complaint whereby the Denver & Rio Grande Western is seeking to have the commission force open the Ogden, Utah, gateway by requiring the Union Pacific to participate in joint through rates via that gateway on traffic between so-called Colorado common points, or points east thereof, and points in the Northwest and British Columbia.

General Electric to Launch Train of Apparatus Exhibits

The "More Power To America Special" will be launched on a nationwide tour this spring by the General Electric Company's apparatus department. Exhibits of more than 2,000 electrical products, processes and techniques ranging from aircraft instruments to working models of steel mill, textile and other industry equipment, will be displayed throughout nine cars of the train. C. H. Lang, vice-president in charge of sales for the apparatus department, said the train will visit the country's key industrial centers for inspection by utility and industrial executives and municipal leaders. Since it is an industrial develop-

Some of the 503 coal-burning steam locomotives scrapped by the New York Central since September 1, 1945. The locomotives are being replaced by Diesel-electric motive power in switching and road-haul service

ment enterprise, it will not be open to the general public.

Included in the exhibits will be turbines of all types—steam, gas and mercury; equipment for transmitting and distributing electric power, and motors and controls engineered into combinations that can perform a wide variety of industrial operations. Other displays will include precise measuring and recording instruments; new developments for community improvement, such as street lighting and sewage treatment equipment, and products which contribute to national security.

The train will be hauled by an American Locomotive Company-G.E. 2-unit, 4,000-hp. Diesel-electric locomotive which itself will be part of the displays. The cars are being built by the Pullman-Standard Car Manufacturing Company.

Drops Written-Estimates Rule For Household-Goods Truckers

A rule that would have required that estimates of charges be in writing has been eliminated by the Interstate Commerce Commission from its regulations governing the practices of motor common carriers of household goods. Vacation of the rule was ordered by the commission's Division 5 in a report on further hearing in the Ex Parte No.MC-19 proceeding.

The rule, 10(a), was among those prescribed by the division in a previous report of April, 1947, but it never became effective, its effective date having been postponed from time to time until the present determination was made.

Univ. of Tenn. Offers Full Course in Railroading

With the object of turning out students with more than a general knowledge of rail transportation, and qualified for careers in the industry, the University of Tennessee, at Knoxville, is now providing what it believes to be "the most comprehensive rail transportation course offered in any American university."

In addition to several courses in arts and sciences, students majoring in railroading take typing and shorthand and a "principles" course dealing with economic aspects of air, water, motor and rail transportation. This is followed by another basic course entitled "Introduction to Traffic Management," and by the following courses of a more advanced nature: Railroad Transportation — Systems, services, organization, consolidation and abandonment, regulation, policies, and practices; Railroad Administration—historical development of classification and rate territories, theory of railroad rate-making, finances, labor legislation, and labor agreements; Advanced Traffic Management—rate systems, rate construction, tariff interpretation, and rate checking; Inerstate Commerce Commission law and procedure—Interstate Commerce Act, appropriate I. C. C. orders and court decisions, and procedure and practice before the commission; and a seminar in Advanced Transportation Problems.

In addition, the university's transportation department offers training in two fields of a more specific nature. One, designed for students planning to enter railroad public relation work, places considerable emphasis on English, journalism and advertising. The other, for girls interested in railroad hostess service, includes basic courses in rail transportation, in addition to courses in first aid and other subjects which will aid them in serving passengers.

Of 55 students trained in transportation who were graduated from Tennessee last June, 37 are presently engaged in transportation and traffic work, and 11 are taking post-graduate courses in advanced transportation.

Tennessee transportation students inspect a switch mechanism in a Knoxville yard

The courses are under the direction of Professor William Way, Jr., a graduate of the University of North Carolina. Following 10 years with the Atlantic Coast Line and teaching experience at the University of Pennsylvania's Wharton School of Finance, Professor Way in 1940 became director of an employee educational program with the Nashville, Chattanooga & St. Louis at Nashville, Tenn. At the outbreak of World War II, he entered the Army as traffic manager of its Charleston, S. C., port of embarkation. He was discharged as a lieutenant colonel in 1945 and took up duties at Tennessee in 1946.

Establishment of the various courses was reported in the *Railway Age* of July 5, 1947, page 55, and April 30, 1949, page 53.

Washout Caused October 10 Derailment of R. I. "Imperial"

The Interstate Commerce Commission has found that a washout caused the October 10, 1949, derailment of the Chicago, Rock Island & Pacific's "Imperial" near Meade, Kan., where 4 passengers and 2 dining-car employees were killed, and 72 passengers, 4 dining-car employees and 1 train-service employee injured. The commission's report, by Commissioner Patterson, revealed that, because of an erroneous telephone connection and misunderstood telephone conversations, the section of track where the derailment occurred had not been patrolled following two "excessive" rainfalls a few hours earlier.

It was the eastbound "Imperial," Train No. 40, that was involved. It was on its way from Los Angeles, Cal., to Chicago, traveling 45 m.p.h. in territory where the speed limit was 70 m.p.h. It consisted of two Diesel-electric locomotive units, coupled in multiple-unit control, and 12 all-steel cars in this order: 1 mail-baggage car, 1 dormitory car, 2 chair cars, 2 sleepers, 1 diner, 1 club car, and 4 sleepers. The accident occurred 3.78 mi. east of Meade on tangent track laid on a fill. The line is single-track, being on that part of the Rock Island's Panhandle division between Liberal, Kan., and Pratt, and over which trains are operated by timetable, train orders and an automatic block-signal system.

Train Derailed on Fill

The fill in the vicinity of the point where the accident occurred is 42 ft. wide at the bottom, 20 ft. wide at the top, an average of 6.2 ft. high, and composed of sandy loam and clay. A cast iron culvert 30 in. in diameter is located at the point of the derailment. Twenty-two ft. west and 228 ft. east of that point there are corrugated metal culverts which are respectively, 60 in. and 12 in. in diameter. Each of the three culverts is 48 ft. in length, and the flow lines are, respectively, 11.1 ft., 9.2 ft., and 16.6 ft. below the base of the rail. The combined waterway opening was given in the report as 25.34 sq. ft., and it was then pointed out that a parallel highway, also located on a fill, has a concrete bridge with a waterway opening of 64 sq. ft. It was explained that water from an area of approximately 7.7 sq. mi. south of the track drains under the highway bridge and thence through the three culverts to the north side of the track; but "ordinarily there is no run-off from this area."

The accident occurred at 1:30 a.m. on October 10 when the weather was "clear," but the "excessive" rains had fallen between 2 p.m. and 4 p.m. and between 7 p.m. and 9 p.m. on the previous afternoon and evening. The rear pair of wheels of the front truck and the rear pair of wheels of the rear truck of the first Diesel-electric unit, all wheels of the second Diesel-electric unit and of the first to seventh cars, inclusive, and the front truck and the rear pair of wheels of the rear truck of the eighth car were derailed.

Separations occurred between adjacent units of the train from the front end to and including the fifth car. The derailed

equipment stopped in various positions along the track and down the fill's embankments, the rear end of the first Diesel-electric unit being 2,114 ft. east of the point of the accident. The second Diesel-electric unit and the first four cars were described as "badly damaged," while the fifth, sixth and seventh cars were "considerably damaged."

Telephone Calls Misinterpreted

The commission's investigation disclosed that the territory in which the accident occurred was in charge of a section foreman who had been authorized to be absent from his headquarters at Fowler, Kan., 10.2 mi. east of Meade, from 5 p.m., October 7, to 8 a.m., October 10. About 6 p.m. on October 9, the operator at Meade, who was not aware of this authorization, attempted to notify the foreman by commercial telephone to patrol his section. When no connection could be made, the railroad operator requested the commercial telephone operator to locate the assistant foreman, who was not listed in the telephone directory.

Because of a misunderstanding, the commercial telephone operator called the residence of the section foreman at Mineola, 21 mi. east of Meade; and the wife of this man identified herself as the "wife of the section foreman," and informed the (railroad) operator at Meade that her husband "then was patrolling the track." The operator "did not identify himself and did not request further identification" of the wife to whom he was talking; he said he "assumed he was talking with the wife of the section foreman at Fowler, and on this assumption he informed the dispatcher that the section force at Fowler was on duty."

At about 12:01 a.m. on October 10, the Fowler foreman returned to his headquarters. He immediately called two sectionmen, and after receiving from the dispatcher an oral line-up of train movements, proceeded to patrol the tracks east of Fowler to locate where, from an adjacent highway, he had observed high water a short time before midnight. When he found that the track was not damaged at this point, he again called the dispatcher by telephone for another line-up of train movements. As the commission summarized the testimony, the dispatcher said he informed the section foreman of the location of No. 40 and asked him if any condition had been found that would affect the movement of that train.

"The section foreman," the report continued, "said he did not hear distinctly some parts of the dispatcher's conversation, and was not aware that he was being questioned about unsafe track conditions. He told the dispatcher that he would look out for No. 40. He said he meant to inform the dispatcher that he would be on the alert to avoid a collision between his track motor car and that train. He said he did not inform the dispatcher that he would provide protection for No. 40."

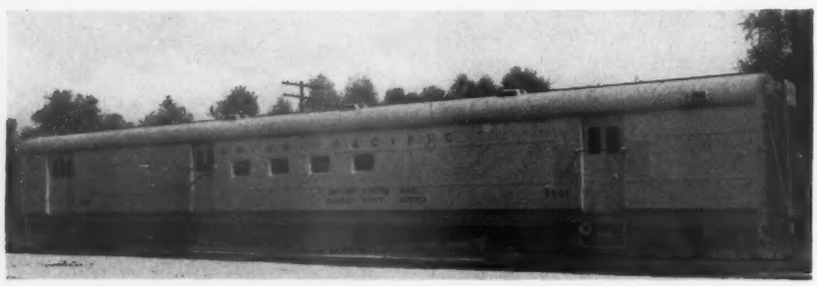
This dispatcher went on duty at 12:01 a.m. and was informed by the previous dispatcher that the section foreman at Fowler "had been patrolling the track during a period of several hours." Thus he "thought from the section foreman's conversation that the foreman had patrolled the track and would protect No. 40 against any unsafe track conditions on his section."

Speed Restrictions

Meanwhile, No. 40 had been held at Liberal from 9:35 p.m. until 12:20 a.m. while section forces repaired track damage resulting from high water at several points west of Meade. As the train left Liberal, the crew had copies of two train orders, one in general form advising of the heavy rains and cautioning the crew to "run carefully watching out for places likely to be affected." This was issued pursuant to a Rock Island operating rule requiring it under conditions such as those involved. The rules also require that when there have been severe storms or other conditions which threaten damage the tracks must be patrolled and trains operated at "restricted speed," i.e., "prepared to stop short of train, obstruction, or anything that may require the speed of a train or engine to be reduced."

The second train order issued to No. 40's crew specifically required reduced speed at five locations—four of them between points 11 mi. and 3 mi. west of Meade, and the other at a point 18 mi. east of Meade. These restrictions were complied with at the four locations west of Meade, and the speed of the train was then increased to the 45 m.p.h. rate at which it was running at the time of derailment. The engineer said he interpreted the general train order as requiring restricted speed only at the places specifically mentioned in the other order, and at other places where in his opinion the track was likely to be damaged. He had been in engine service in the territory since 1909 and "had no knowledge of previous track damage resulting from high water at the point where the derailment occurred."

This time, however, he noticed that there was debris on the south rail and that a portion of the fill was washed away, although the rails and ties "appeared to be in normal alinement." That was when the first Diesel-electric locomotive unit of his train was a "short distance" west of the point of the acci-



Construction of 100 85-ft. streamlined passenger-train cars for the Union Pacific and the Chicago & North Western is nearing completion at the St. Charles, Mo., plant of the American Car & Foundry Co. Only 10 cars—all sleepers—remain to be delivered. Above is one of the mail-storage cars in the original order and below is the interior of a dining car now in service between Chicago and the Pacific coast

dent. He initiated an emergency brake application, but the derailment occurred "immediately afterward."

Examination of the track disclosed that a section of fill 127 ft. in length and a maximum of 9 ft. in depth had been washed away by a flow of water from the drainage area south of the track. "The waterway openings of the three culverts in this portion of the fill," the report added, "were insufficient to carry away the water, and water backed up against the south side of the fill and flooded an area of 77.84 acres. High water marks indicated that the water had risen to the level of the base of the rail at points 450 ft. west and 250 ft. east of the point of derailment. At the latter point the elevation is 1 ft. higher than at the point of derailment."

Shows Empty Car Mileage, Train Performance Factors

The Interstate Commerce Commission has issued a study which its Bureau of Accounts and Cost Finding made "to show the per cent of empty to loaded car-miles by classes of equipment and by directions of movement and to provide comparisons of performance factors separately for way trains, through trains and all trains combined." The study, Statement No. 1—50 of the bureau, bears the usual disclaimer to the effect that it was "issued as information" and has not been "considered or adopted" by the commission.

The statement consists of 12 mimeographed pages, and its figures are based on data furnished by all Class I roads in response to a commission order of July 8, 1948. They cover seven selected days throughout a test period from August 15, 1948, to June 11, 1949 —one day (a different one) from each seventh week in that period.

The over-all showing was that empty car miles for the country as a whole amounted to 55 per cent of the loaded car-miles. The range by territories was from 52 per cent in the Western district to 74 per cent in the Pocahontas region. By classes of equipment, on a country-wide basis, the per cent empty to loaded car-miles was 32 per cent for box cars, 76 per cent for gondolas and hoppers, 100 per cent for tank cars, 62 per cent for refrigerator cars, 96 per cent for stock cars, 55 per cent for flat cars, and 122 per cent for "all other" cars.

By directions, the range was from 14 per cent for refrigerator cars moving east and north to 207 per cent for tank cars moving west and south. The largest percentage of empty to loaded car-miles shown was 1,941 per cent for stock cars moving west and south within the East ern district; the smallest was 7 per cent for stock cars moving east and north within the Eastern district.

The comparison of performance factors by types of trains showed that the range of average loaded car-miles per train-mile for all freight trains was from 30.3 in the Southern region to 43.1 in the Pocahontas region. Those two regions were in the same extreme positions as to way trains and through trains, their average loaded car-miles per train-mile having been 12.2 and 14.3, respectively, for way trains and 36.1 and 50 for through trains. The same was true as to empty car-miles per train-mile, the "all-trains" figure for the Southern region having been 16 while that for the Pocahontas region was 32.2.

On the basis of average gross ton-miles per train-mile (including cabooses), the Pocahontas region was again on top with an "all-trains" figure of 3,777; and the Southern region was again low with a figure of 2,056. The range of average lengths of way-train runs (one way) was from 26 miles in the Eastern district to 59 miles in the Western district. The range of average lengths of haul per loaded car handled in way trains was from 20 miles in the Eastern district and Pocahontas region to 51 miles in the Western district.

Transport Corps Equipment Program 95 Per Cent Complete

The Railway Transport Service Division of the Army's Office of Chief of Transportation has announced that the railway equipment maintenance program which it initiated on January 1, 1948, is now 95 per cent complete. The major part of the repair work was accomplished in the Transportation Corps' two base repair shops at Baltimore, Md., and Ogden, Utah, and through contracts negotiated with commercial repair shops.

The program was embarked upon because the war period and the first three post-war years, when "little maintenance was performed," had left the rolling stock with mechanical deficiencies and with paintings and markings that "presented a variegated pattern," the announcement explained. Through the program, it added, that situation "has been eliminated by standardization."

As of January 1, 1948, there were at the Baltimore and Odgen shops 90 locomotives and 18 locomotive cranes awaiting repairs. Other types of equipment, also needing repairs, included motor cars, snow plows, and work equipment. During 1948, an additional 188 locomotives and 77 locomotive cranes were sent to the shops for repairs. As of January 1, this year, there remained only three locomotives and two locomotive cranes awaiting repairs.

Meanwhile, other types of rolling stock were being put through commercial shops with which the Army has contracts. By January 1, 1950, this phase of the program had involved the repair and changing of markings on 2,130 tank cars and 2,600 pieces of other rolling stock. There remain approximately 50 tank cars for application of AB brakes, and about 350 tank cars on which markings require revision. This work can be completed during the current fiscal year ending next June 30, the announcement said.

It also referred to the new Army railroad maintenance program, effective since July 1, 1949, which decentralized field maintenance. This was accomplished by transferring responsibility from the Office of the Chief of Transportation to commanders in whose areas the equipment is located. "Important procedures of this new plan," the announcement continued, "include the establishment of an adequately trained staff of inspectors to keep the Office, Chief of Transportation, advised at all times on the actual condition of each unit of railway equipment. The use of mobile repair shops, mounted on 10-ton truck trailer chassis, aids this program considerably."

Would End Freight Tax, Cut Fare Levy to 10 Per Cent

President Truman's tax program "permits" elimination of the tax on amounts paid for transportation of property and a reduction, from 15 to 10 per cent, in the tax on amounts paid for transportation of persons, Secretary of the Treasury Snyder said in a February 3 presentation before the House committee on ways and means. The secretary was offering the Administration's specific recommendations for effectuating the program outlined in the President's tax message of January 23 (see *Railway Age* of January 28, page 44).

The tax on amounts paid for transportation of property is 3 per cent on freight charges paid to agencies of for-hire transportation, except in the case of coal where it is 4 cents per short ton. The secretary estimated that the annual revenue loss from its elimination would total $310 million. He put at $75 million the annual loss that would result from his proposal to cut the tax on fares from 15 to 10 per cent. Among his other suggestions was one calling for a cut, from 25 to 15 per cent, in taxes on amounts paid for long-distance telephone and telegraph services.

"The taxes on transportation of property, on transportation of persons, and on long-distance telephone and telegraph communications [the secretary said] all fall on regulated public services which are widely used and predominantly by business. The tax on transportation of property is almost entirely a cost of doing business. Excise taxes on business costs tend to be pyramided through successive mark-ups by those handling goods in the various stages of production and distribution. The cost of living of all consumers is increased out of all proportion to the tax imposed. In addition, the taxes thus added to the prices of goods and services generally are the most burdensome on lower income groups.

"The members of Congress through their own experience with the 15 per cent tax on passenger fares can readily appreciate the discrimination which business men face in paying for the transportation of their salesmen, shipping their goods, and maintaining telegraph or telephone contact with their markets. The benefits from reduction of these taxes would be widely distributed

among business and consumers. . . .The increased use of transportation and communication facilities would involve little additional cost where excess capacity now exists and, therefore, would improve the position of the businesses affected."

The President's message also recommended modification of the income tax law's "carry-forward" provisions. Secretary Snyder's specific suggestion as to that was that "a five-year carry-over and a one-year carry-back" be permitted. "This," he explained, "would provide a total period of seven years in which losses might be offset against profits."

As to corporate income tax rates, Mr. Snyder suggested that the present 38 per cent general rate be raised to 42 cent, and that the latter be applied to all corporation income in excess of $25,000.

This would accomplish the President's purpose to eliminate what he called the present "excessively high 'notch' rate of 53 per cent" on corporate income between $25,000 and $50,000. The Snyder proposal also contemplated that the 23 per cent rate now applicable to corporations reporting income of $25,000 or less would become applicable on the first $25,000 of any corporation's income.

I. C. IS TELLING "FREEDOM" STORY TO ALL EMPLOYEES.—An intensive, system-wide program is under way on the Illinois Central, wherein it is proposed that every employee of the railroad be informed not only of the current dangerous trend toward socialism but of methods for thwarting it. Some 1,300 general office employees have already attended 22 presentations of a 45-min. illustrated "freedom versus socialism" lecture entitled "This is Our Problem." Additional I. C. speakers are now being trained to present the educational talk at points throughout the entire 6,543-mi. system. Here shown making a presentation is Dan Sullivan of the president's office, who, as a member of the Chicago Junior Association of Commerce and Industry, inaugurated the program on the railroad. The speaker, for illustrative purposes, places placards on a felt board, the fibers of which hold the placards without fastening. Endorsed by labor unions, the talk points to socialism as a soft system that creeps upon Americans who are not alert to its dangers. The superiority of the "American way of life" is graphically illustrated by means of comparison with the restrictions and hardships prevalent today in socialistic countries

Would Have U.S. Group at Next Pan-American Railway Congress

The United States National Commission in the Pan-American Railway Congress Association held its second meeting in Washington, D. C., on February 1 and recommended that all its members participate in the Seventh Congress of the association to be held in Mexico City, Mex., October 10-20.

Secretary of Commerce Charles Sawyer, a member of the commission, stated that the U. S. organization can make a definite contribution toward solving some of the railroad problems of Latin America. Other topics discussed at the meeting included: Resolutions of the Sixth Pan-American Railway Congress Association, held in Havana, Cuba, in 1948; proposed appointment of a technical advisory committee to the U. S. National Commission; and the proposed "Point IV" program and its relation to the railway industry of the western hemisphere.

The purpose of the association, a permanent organization, is to promote development and progress of railroads of the American continent. Authorization for U. S. government membership was granted by Public Law 794, 80th Congress, approved June 28, 1948. The organizational meeting of the U. S. National Commission was held in Washington June 21, 1949.

William T. Faricy, president, Association of American Railroads, and chairman of the commission, presided at the February 1 meeting. Others members of the commission are: Secretary of Commerce Sawyer; Charles D. Mahaffie, member, Interstate Commerce Commission; Willard L. Thorp, assistant secretary of state; J. M. Hood, president, American Short Line Railroad Association; Arlon E. Lyon, executive secretary, Railway Labor Executives' Association; George P. Baker, professor of transportation, Graduate School of Business Administration, Harvard University; and James G. Lyne, editor of *Railway Age* and president, Simmons-Boardman Publishing Corporation.

Suspend C. & N. W.'s Proposed 25% Commuter Fare Boost

The Illinois Commerce Commission has suspended the 25 per cent increase in the cost of monthly commutation tickets proposed by the Chicago & North Western, as was reported in the *Railway Age* of February 4, page 57. Hearings have been set for March 14 in Chicago.

Supreme Court Refuses to Hear Appeals from Jersey Tax Levies

The United States Supreme Court has dismissed appeals whereby the Central of New Jersey and the Delaware, Lackawanna & Western sought to have the court review methods used by the state of New Jersey to compute franchise excise taxes. The taxes were levied under that state's "Railroad Tax Law of 1941," which provides for both a property tax on railroad property and an excise tax for the privilege of exercising franchises.

Under the law, the excise tax is figured on the basis of net railway operating income, and both the Lackawanna and the C.N.J. charged the director of the Division of Taxation had "arbitrarily" computed the roads' net incomes, thus causing their excise taxes to be greater than they should have been. The roads appealed to the U. S. Supreme Court after the New Jersey Supreme Court had upheld the state's action.

In presenting their case, the two roads claimed the method of computing "net railway operating income," as set out in the state statute, was "precisely" the same as prescribed by accounting rules of the Interstate Commerce Commission. They said, however, that the state director had "adjusted" the net income item by disallowing accruals "properly entered in the Railway Tax Accrual Account," with the result that the "adjusted" income was in excess of each road's true income. The Lackawanna said its New Jersey excise taxes, based upon such an adjusted income were increased by $2,144,981.85 for the five years of 1942-46, while the C.N.J. said its taxes for 1945 were $422,769, based upon an "adjusted" net income of $2,323,265. For the same year, the C.N.J. said; its net income computed by I.C.C. rules was only $145,349. The roads charged the director of the taxation division with having exceeded his lawful power in so "adjusting" net operating incomes.

Freight Car Loadings

Loadings of revenue freight in the week ended February 4 totaled 612,524 cars, the Association of American Rail-

roads announced on February 9. This was a decrease (because of reduced coal shipments) of 23,891 cars, or 3.8 percent, below the previous week, a drop of 69,619 cars, or 10.2 per cent, below the corresponding week last year, and a decline of 134,412 cars, or 18.0 per cent, under the equivalent 1948 week.

Loadings of revenue freight for the week ended January 28 totaled 636,415 cars, and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, January 28

District	1950	1949	1948
Eastern	116,640	131,267	135,457
Allegheny	128,253	150,987	153,524
Pocahontas	48,788	56,659	62,092
Southern	119,533	118,496	118,363
Northwestern	64,819	69,026	83,080
Central Western	101,111	100,270	119,337
Southwestern	57,271	52,597	54,492
Total Western Districts	223,201	221,893	256,909
Total All Roads	636,415	679,302	726,345
Commodities:			
Grain and grain products	40,336	39,409	40,913
Livestock	8,418	9,111	9,393
Coal	119,761	146,189	170,471
Coke	12,946	15,686	14,790
Forest products	35,098	32,689	36,925
Ore	12,544	12,396	9,008
Merchandise l. c. l.	80,614	90,747	102,875
Miscellaneous	326,698	333,075	341,970
January 28	636,415	679,302	726,345
January 21	618,950	707,837	771,139
January 14	631,018	735,865	808,308
January 7	506,947	721,507	830,810
Cumulative total 4 weeks	2,393,330	2,844,511	3,136,602

In Canada.—Carloadings for the week ended January 28 totaled 64,033 cars, as compared with 64,069 cars for the previous week, and 72,216 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
January 28, 1950	64,033	29,123
January 29, 1949	72,216	32,118
Cumulative totals for Canada:		
January 28, 1950	248,249	110,244
January 29, 1949	287,872	125,952

Further Hearing on Coach-Seat Reservations Set for June 7

The Interstate Commerce Commission has postponed, from February 27 until June 7, the further hearing in connection with its investigation of charges for coach-seat reservations in the East and South. The proceeding is docketed as No. 30171, and the June 7 hearing will be held at Washington, D. C., before Commissioner Mitchell.

Sees RR Income of $10 Billion As Distinct Possibility

Income for the railroad industry of from $5,000,000,000 to $10,000,000,000 a year is entirely possible, Fairman Dick, of Dick & Merle-Smith, investment brokers, told the Association of Customers' Brokers in New York on February 7. Despite the fact that competition from the trucking industry in effect places a ceiling on railroad earnings, he said, the ceiling is high enough to permit earnings of the size mentioned. Proper utilization by the railroads of their knowledge about prices, costs and volume would "drive every long-distance truck off the roads," Mr. Dick added.

Truck costs are twice those of the railroads, he said, and in several instances railroads could lower rates but because of the lack of competitive flexibility it is practically impossible for the railroads to adjust rates to meet competition. One of the factors that will help railroads improve their earning power is the forthcoming development of a new type of box car, on which it is expected road tests will be made this year.

More Time to Arrange East's Cold-Protective Service

The Interstate Commerce Commission has postponed, from March 1 until October 15, the effective date of its July 29, 1949, order requiring railroads in Official territory to provide protective service against cold on perishable traffic. The order accompanied the commission's report on further hearing in the No. 20769 proceeding (see *Railway Age* of August 20, 1949, page 68).

Emergency Board on D. & R. G. W.

President Truman has created an emergency board to investigate a dispute between the Denver & Rio Grande Western and those of its employees who are represented by the Brotherhood of Railroad Trainmen. The Presidential order was issued February 4, and a report from the emergency board is due 30 days from that date.

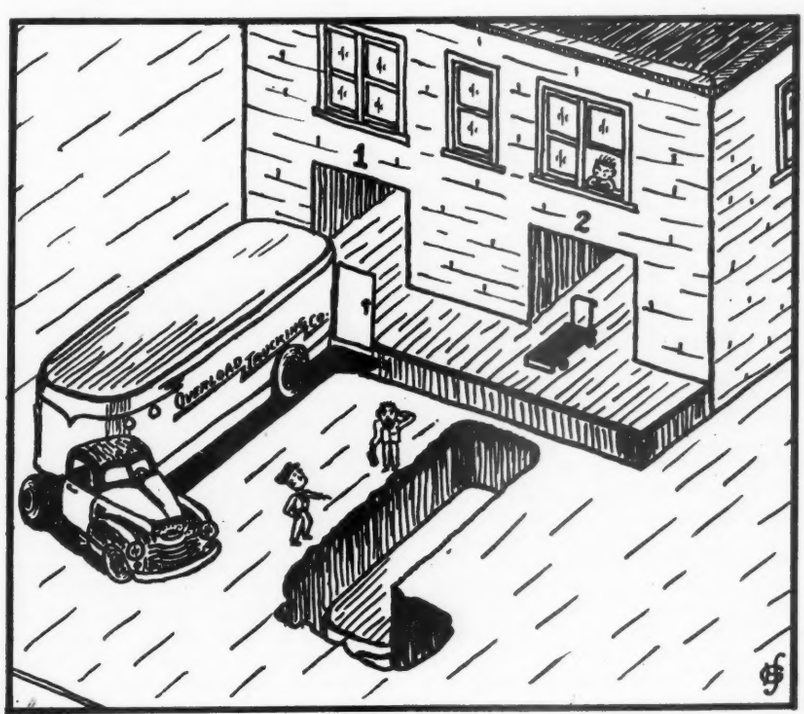
The dispute involves a docket of employee grievances. Members of the board are R. G. Simmons, Robert O. Boyd, and Harold R. Korey. They are scheduled to open hearings at Denver, Colo., on February 13.

Milwaukee Train Derailment Kills One Passenger, Injures 35

The "Chippewa Hiawatha" of the Chicago, Milwaukee, St. Paul & Pacific, enroute to Chicago on February 2, was derailed near Saukville, Wis., killing one passenger and injuring 35 others. Officers of the road were investigating the possibility that a broken rail caused the 6-car train to leave the track. Three coaches, the diner and parlor car overturned, while the baggage car remained upright, although it left the rails. The locomotive was not derailed.

Lets C. & E. I. Modernize Automatic Train Control

Division 3 of the Interstate Commerce Commission has authorized the Chicago & Eastern Illinois to substitute the General Railway Signal Company's system of automatic train control for the Miller system now in use on its 146-mi. line between Dolton, Ill., and Clinton, Ind. The railroad petitioned for authority to make the substitution after the division



Courtesy of Milepost, the Elgin, Joliet & Eastern magazine

"The trucker said, 'Aw, concrete is as strong as steel—throw on another ton.' Then Wham!"

denied its application for authority to discontinue use of a.t.c. on the line involved.

That unsuccessful application was based on representations to the effect that the Miller system had become obsolete, unreliable, and was difficult and costly to maintain (see *Railway Age* of March 19, 1949, page 96). The present division report, by Commissioner Patterson, said that installation of the G.R.S. system will result in annual savings of $14,000 in maintenance expense for roadway equipment.

The change-over will be accomplished over a period of two years. In addition to authorizing the change, the commission authorized operation of trains without any train-control system while ramps of the existing system are being removed and inductors of the new system installed; and temporary operation of new Diesel-electric locomotives without train-control devices of the existing system.

ORGANIZATIONS

The **Stock Yards District Traffic Club,** Chicago, will observe "World Trade Night" at a dinner meeting on February 15 in the club rooms at 1106 West 35th street. The guest speaker will be George Weiss, manager, Port of New York Authority, who will show slides and speak on freight handling at the New York docks.

The following meetings have been announced by the indicated **Shippers Advisory Boards: Great Lakes**—March 13-14, Cleveland, Ohio; **Ohio Valley,**—March 14-15, Columbus, Ohio; **Pacific Coast**—March 15-16 Los Angeles, Cal.; **Southeast**—March 15-16, Atlanta, Ga.; **New England**—March 21-22, Boston, Mass.; **Trans-Missouri-Kansas** — March 22-22, St. Louis, Mo.; **Pacific Northwest** —March 22-23, Portland, Ore.; **Allegheny**—March 22-23, Pittsburgh, Pa. and **Atlantic States**—April 12-13, Roanoke, Va.

The **Metropolitan Maintenance of Way Club** will hold its next meeting on February 23, at 8 p.m., at the Hotel Sheraton, Lexington avenue at 37th street, New York. H. C. Drake, research consultant, Sperry Rail Service, Danbury, Conn., will present an illustrated paper on "New Developments in Detecting Rail Defects."

The next meeting of the **New York Railroad Club** will be held on February 16 at 8 p.m., in the Engineering Societies building auditorium, 33 West 39th street. The general subject for discussion will be "Diesel Locomotive Lubrication." Scheduled to speak are: Paul V. Keyser, Jr., general manager, lubricating department, Socony-Vacuum Oil Company, on "The Compatibility of Diesel Lubricating Oils"; W. E. Lehr, superintendent of motive power, Lehigh Valley, on "Our Experience with Diesel Lubrication in a Short Period of Time"; Philip H. Hatch, general mechanical superintendent, New York, New Haven & Hartford, on "Diesel Engine Lubrication as Related to Maintenance"; and Ray McBrian, engineer of standards and research, Denver & Rio Grande Western, on "Lubrication of Diesel Engines in Locomotive Service".

SUPPLY TRADE

James E. Davenport, whose election as president and a director of the **E. A. Lundy Company** was announced in *Railway Age* of February 4, entered railway service in 1909 as a special apprentice at the West Albany, N. Y., shops of the New York Central. He worked with that road successively as enginehouse foreman, dynamometer car engineer, trainmaster, division superintendent, assistant to the assistant general manager, assis-

James E. Davenport

tant to the executive vice-president and assistant chief engineer of motive power and rolling stock. In 1940 he left the N.Y.C. to join the American Locomotive Company as assistant vice-president of engineering. He was appointed vice-president of engineering, development and research in January, 1941, and held that position until his recent election as president of E. A. Lundy.

T. D. Sedwick, who recently completed 46 years of service with the Chicago, Rock Island & Pacific, has been appointed manager of the new specialties department of **National Aluminate Corporation,** Chicago. Before joining the firm on February 1, Mr. Sedwick was engineer of tests on the Rock Island. As head of the specialties department, he will be primarily concerned with market research, testing and development work on new products which the company expects to produce for railroad and industrial users. He will be assisted by **F. M. Gaughan,** formerly Nalco service representative assigned to the Pennsylvania at Fort Wayne, Ind.

A native of Corning, Mo., Mr. Sedwick received both B.A. and B.S. degrees from the University of Arkansas. In January, 1903, shortly after graduation, he entered Rock Island service, holding various positions, including inspector of metals, chemist and chief chemist. In 1916 he was appointed en-

T. D. Sedwick

gineer of tests. As a result of his research and test work on numerous railway supply items, Mr. Sedwick has served on many committees of the Association of American Railroads. Chief of these were the Committee on Specifications for Materials, of which he was chairman for nearly 15 years, the Committee on Lightweight Trucks and the Committee on Axle and Crank Pin Research. In 1948 he received from the American Society of Metals a distinguished service award in recognition of his work in connection with development of alloy steels for railway service.

Thomas F. Klein has been elected vice-president of the railroad department and a director of the **Dearborn Chemical Company,** Toronto, Ont. His headquarters will continue at the Montreal (Que.) office of the firm.

James MacDonald has been elected treasurer and **Thomas J. Christian** secretary of the **General Steel Castings Corporation,** Granite City, Ill., to succeed **George L. Alston,** who has resigned as vice-president, secretary and treasurer.

R. B. Hill, Railway Exchange building, Chicago, has been appointed sales representative in the Chicago railroad district for the **Achuff Railway Supply Company,** St. Louis, Mo.

George R. Grove has been appointed service engineer for railroad products, **Pyle-National Company,** with contact chiefly among western and mid-western railroads. His headquarters will be at Chicago. Mr. Grove was formerly associated for many years with the Franklin Railway Supply Company. **Edgar Faust** has been appointed a sales representative

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in the Chicago area for industrial business and **Harold V. Engh, Jr.,** has been assigned to a similar position in New York. Messrs. Faust and Engh were previously associated with the manufacturing operations of the company.

E. T. Mulcahy and **L. A. Clugh,** both formerly with the American Arch Company, have joined the **Brandon Equipment Company.** Mr. Mulcahy has been assigned to western, and Mr. Clugh to eastern, territory.

J. W. Hansen has been appointed sales engineer of the **Union Switch & Signal Co.,** with headquarters in New York. Mr. Hansen was born on September 4, 1917, in Schenectady, N. Y. He received his preliminary education in Milwaukee, Wis., and his high school education at Norfolk, Va. He was graduated from Virginia Polytechnic Institute in 1940 with a B. S. degree in electrical engineering and immediately after joined the Newport News Shipbuilding & Dry Dock

J. W. Hansen

Co., where he worked for eight months as an electrical design draftsman. In March, 1941, he entered the engineering apprentice course of Union Switch & Signal and, in September, 1942, left to join the United States Navy as a lieutenant. Mr. Hansen rejoined Union Switch in February, 1946, as an engineer in the centralized traffic control department and in October, 1948, was transferred to the commercial engineering department, where he remained until his recent appointment.

John G. Beadle, formerly general sales manager of the **A. B. Dick Company,** has been appointed vice-president heading the sales division, succeeding **Harry C. Anderson,** who has resigned to become president of the **H. C. Anderson Mimeograph Corporation,** New York, the new authorized distributor for A. B. Dick in the New York area. Mr. Beadle has been associated with the company for 22 years. In 1934 he was appointed divisional sales manager and in 1938 general sales manager, which position he held continuously except for four years' service as a lieutenant commander in the United States Navy.

The **Harnischefeger Corporation,** Milwaukee, Wis., manufacturer of P&H arc welders and welding electrodes, has appointed **Melvin O. Monsler** as sales manager of the P&H welding division. Mr. Monsler has been associated with the latter division for 12 years, having served as a welder, assistant to superintendent, welding product service engineer and assistant sales manager. Prior to joining P&H he was an instructor in welding and shop procedure, Milwaukee School of Engineering.

OBITUARY

Frederic A. Schaff, chairman of Combustion Engineering-Superheater, Inc., died on February 7 after a long illness.

Sidney Bruce Cooper, transportation engineer for the Westinghouse Electric Corporation, died on January 20, after an illness of six weeks.

Alan E. Ashcraft, formerly vice-president of Fairbanks, Morse & Co., Chicago, whose death on January 23, was reported in the *Railway Age* of February 4, was born on September 1, 1881, at Vandalia, Ill. He graduated from Cornell University with a degree in mechanical engineering, and joined Fairbanks in 1903 as a student trainee at the Beloit (Wis.) Works. Subsequently he became manager of the Beloit Pump Works, being transferred to the E.&T. Fairbanks Co. at St. Johnsbury, Vt., in 1916. He served as factory superintendent there and later as vice-president and general manager. In 1932 he became works manager of the Beloit factory, being transferred to the Chicago headquarters of the company as vice-president in charge of manufacturing in 1936. In 1942 Mr. Ashcraft became a director of the company, as well as vice-president, which positions he held until his retirement in 1946.

CONSTRUCTION

New York, Chicago & St. Louis.—This road has awarded a contract to the Ross & White Co., Chicago, for furnishing and constructing, including foundations, a 300-ton capacity, reinforced concrete 2-track locomotive coaling plant and two cinder plants. The project, located at Calumet, Ill., will cost approximately $90,000.

New York, New Haven & Hartford.—This railroad, in cooperation with the city of Mt. Vernon, N. Y., is planning construction of a railroad shopping center in that city. Architectural plans are being prepared for the project, which will encompass 108,000 sq. ft. of the New Haven's property on the westbound side of its tracks, part of which is occupied by the present station. The program includes a new station for the railroad, facilities for approximately 35 shops, a 600-seat theater and space for a large department store. The new station will be reached by a sheltered approach from Prospect avenue, from which passengers will pass through a wide arcade of shops to the railroad waiting room and ticket offices. Construction is not expected to affect railroad facilities on the eastbound side.

OVERSEAS

France.—A plan for coordination of French railroads with bus and truck lines has been adopted in principle by the French cabinet, according to the information division of the French embassy. Within each department, the French National Railroads will stop competing with buses. Whenever a rail line is more expensive than a bus line, the rail line will be discontinued. If, on the other hand, a bus line is more expensive, the bus company will be asked to curtail it in exchange for a bonus, or to change its route. The railroads will no longer own trucks or buses of their own.

Greece.—The Economic Cooperation Administration's Office of Small Business reports that the procurement committee for reconstruction materials of the Greek Ministry of Transport has invited sealed bids for the following equipment (due date of bids is shown in parentheses): Hand tools for railroad gangs (February 27); standard steel shapes for railroad bridges, cast steel shoes for bridges and concrete reinforcement bars (February 24); steel accessories for telephone lines and wooden poles (March 9), and telephone apparatus and materials for telephones and electric installations in general (March 9). Bids will be received by the procurement committee at its office, 7 Philellinon street, Athens, Greece.

India.—A new 142.5-mi. meter-gage railroad line connecting Assam with the rest of the Indian Union through Indian territory has been opened to freight traffic, according to a recent issue of Foreign Commerce Weekly. Work on the new line, which cost about $18,670,000, began early in 1948.

Nigeria.—This country's government has approved a plan to extend the Nigerian Railway from Nguru to Maiduguri, capital of Bornu province in the northeast, according to a recent issue of Foreign Commerce Weekly. The extension will entail construction of about 230 miles of new line at an estimated cost of £2,000,000; it is expected to take nearly five years to complete.

Uruguay.—This country's government-

owned railway system, the Ferrocarril Central del Uruguay, has requested bids for manufacture of the following equipment, according to a recent issue of Foreign Commerce Weekly: Seven pairs of Diesel-powered coaches, seven coaches, nine Diesel-electric locomotives for mainline service and three for switching, and spare parts for the locomotives. Additional information may be obtained from the railway system at Montevideo, Uruguay, to which address bids should be directed.

EQUIPMENT AND SUPPLIES

Approves $23 Million Improvement Program

The Burlington Lines, in 1950, will spend $15 million for betterments in plant and maintenance equipment and $8 million for 40 Diesel-electric locomotives, Harry C. Murphy, president, has revealed. The physical betterments are to include 216 track mi. of new 112-lb. and 129-lb. torsion-resisting rail, relaying of 115 track mi. with used 90-lb. and 100-lb. rail and the acquisition of $350,000 worth of mechanized work equipment and tools.

New Diesels are to include nine 2,000-hp. passenger, four 4,000-hp. passenger, four 1,500-hp. freight, three 4,500-hp. freight and 20 1,200-hp. switching locomotives. This $23 million improvement program is in addition to the $11 million which is to be spent for freight cars, as was reported in the *Railway Age* of December 17, 1949.

FREIGHT CARS

2,395 Freight-Train Cars Delivered in January

Freight-train cars delivered for domestic use in January totaled 2,395, including 1,389 delivered by railroad shops, compared with December deliveries of 3,330 cars, which included 1,380 delivered by railroad shops, the American Railway Car Institute has announced. January deliveries included 777 box cars, 807 hopper cars, 429 flat cars, 201 gondola cars, 44 refrigerator cars, 121 tank cars and 16 cars of other types.

Freight cars ordered last month for domestic use numbered 9,385, the institute said, including 4,329 ordered from railroad shops, compared with December orders for 1,220, of which 550 were ordered from railroad shops. The backlog of cars on order on February 1 was 19,026, including 11,216 on order from railroad shops, compared with 12,036 cars on order on January 1, 1950, and 96,464 on order on February 1, 1949.

The **Chicago, Rock Island & Pacific** has ordered 1,000 50-ton 40½-ft. box cars from the American Car & Foundry Co., the inquiry for which was reported in the *Railway Age* of January 14. The cars are to be equipped with high-speed trucks and steel wheels. Delivery will begin in May, with completion expected by mid-summer.

The **Chicago, Burlington & Quincy** is inquiring for 250 to 2,500 50-ton box cars and 600 70-ton hopper cars.

LOCOMOTIVES

The **New York Central System** has ordered 137 Diesel-electric locomotive units costing $14,500,000. The builders and the number and type of units ordered from each are: Electro-Motive Division of General Motors Corporation—12 1,500-hp. road switchers; 6 1,200-hp., 18 1,000-hp., 2 800-hp. and 12 600-hp. yard switchers; American Locomotive Company—4 2,250-hp. "A" passenger units; 8 1,500-hp. road switchers; 19 1,000-hp. and 30 600-hp. yard switchers; Lima-Hamilton Corporation—16 1,000-hp. road switchers; Fairbanks, Morse & Co.—10 1,000-hp. yard switchers. The four passenger locomotive units will be used in through service on the Boston & Albany between Boston, Mass., Chicago and St. Louis, Mo. Deliveries are expected to begin in June and to be completed before the end of the year. The N.Y.C.'s request for bids to manufacture this equipment was reported in the *Railway Age* of January 28, page 50.

The **Seaboard Air Line** has ordered 36 Diesel-electric locomotive road units. Eighteen 1,500-hp. units will be built by the Electro-Motive Division of General Motors Corporation and 18 1,600-hp. units by the American Locomotive Company. Deliveries are scheduled to begin in March and be completed in June. The inquiry for this equipment was reported in last week's *Railway Age*.

SIGNALING

The **Atlantic Coast Line** has ordered from the Union Switch & Signal Co. material to install automatic signaling on 24.5 mi. of double track between the South Carolina state line and Pee Dee, S. C. The order includes style H-2 searchlight signals and N-2 dwarf signals, relays, rectifiers, transformers and necessary housings, S-21 spring switches, T-21 switch stands and SL-25 and SL-26 switch locks. Field installation will be handled by railroad forces.

The **Norfolk & Western** has ordered from the Union Switch & Signal Co. materials to accomplish removal of the present control machine at Bluestone, W. Va., (now used to control territory between Bluestone and Switchback), and installation of a new 5-ft. style C control machine in the division office at Bluefield, W. Va., 10 mi. from Bluestone. The new machine will control facilities now handled by the Bluestone machine and two power-operated crossovers west of Elkhorn tunnel. New T-21 switch stands with SL-21 locks will be installed on all hand-operated switches, and signals will be arranged to govern train operation in either direction on both main tracks between Bluestone and Elkhorn, approximately 10 mi. Field installation will be handled by railroad forces.

The **Southern** has ordered equipment from the General Railway Signal Company for installation of a direct-wire relay interlocking at Dundee, Va. The control machine will have an 18-in. by 22-in. panel equipped with 10 track indication lights and 11 levers for control of 8 switch machines and 17 signals. Included in this order are types B and K relays, type ME dwarf signals, welded steel cases and model 5C switch machines.

FINANCIAL

Atlantic Coast Line.—*Will Appeal Merger Rejection.*—This company has announced that it will file a petition for a writ of certiorari asking the U. S. Supreme Court to review the order of January 17, issued by a majority of the U. S. Court of Appeals, Fifth Circuit, at New Orleans, La., denying the proposed merger of the A. C. L. and the Florida East Coast.

Kingsport. — *Denied Common-Carrier Status.*—Failure of interested parties to meet conditions requiring that the Tennessee Eastman Corporation divest itself of control of the Kingsport's line has prompted Division 4 of the I.C.C. to find that public convenience and necessity do not require operation of the line in common-carrier freight service. The 7-mi. line serves the Kingsport, Tenn., area; it is owned by the federal government which has leased it to Tennessee Eastman, and Kingsport, an Eastman subsidiary, is sublessee. This is the second Division 4 report on the case. The first (see *Railway Age* of April 2, 1949, page 59) said the division was unable to make a favorable finding on Kingsport's application for an operating certificate "primarily because [the applicant] is a corporation controlled by its principal shipper." After making that determination, however, the division withheld final action for six months to afford the parties an opportunity to present a plan whereby the line would be operated jointly by its connections, the Southern and Clinchfield; or by one of them if the other were not interested.

The present report is the result of advices received by the division that such arrangements could not be worked out, the Secretary of the Army having disapproved Tennessee Eastman's re-

quest for permission to transfer the lease to the Kingsport and to sell its stock in that company to the Southern. The latter had offered to take over the line alone, after the Clinchfield had advised that it would not enter into any arrangement for joint control or operation. In view of the Army's position, the Kingsport asked the division, as the present report put it, to construe the divestiture condition "as a mere preliminary suggestion, which, having failed through no fault of that carrier, leaves us free to issue the certificate forthwith."

The division did not see it that way. "This condition," it said, "was not a mere suggestion but the indispensible requisite to our approval. It is unfortunate that the plans proposed for operation of the line by an existing common carrier failed. However, that is no warrant for our approving, as in the public interest, a plan of operation which conceivably may open the door to abuses which have been known to arise in such situations. . ."

Lehigh Valley-Reading.—*Lease of Ironton.*—The I.C.C. has approved renewal for a 10-year period of the Lehigh Valley and Reading joint lease of the Ironton. Terms on the renewed lease are the same in detail as the former agreement which dates from 1925 and which expired December 31, 1949. The new lease includes an amendment made to the original agreement in 1936 to add depreciation costs to the annual rental.

Missouri-Kansas-Texas.—*New Director.*—R. B. George, president of the R. B. George Equipment Company, Dallas, Tex., has been elected to this road's board of directors, to succeed Henry H. Cate, president of the Flour Mills of America, Inc., Kansas City, Mo., who has resigned.

Southern Pacific-Union Pacific.—*Trackage Agreement Modified.*—The I.C.C. has approved modification of an existing trackage-rights agreement covering certain operations of these carriers in the Los Angeles, Cal., area. Under the amended agreement the S.P. may move freight cars from yards on the west bank of the Los Angeles river across a U.P. bridge to the east side of the river where the S.P. already has operating rights over U.P. trackage. Use of this bridge line formerly was restricted to movement of engines and cars between the S. P. coach yards on the east side of the river and the Los Angeles Union Passenger Terminal on the west bank. Freight cars were handled by a more roundabout route. The new arrangement will reduce the freight car haul of the S.P. in this area by approximately one-half, and expedite the handling of approximately 300 cars a day, the commission said. The U.P. formerly paid all maintenance costs on the bridge line, but now such costs will be apportioned according to the number of cars handled by each carrier.

New Securities

Division 4 of the Interstate Commerce Commission has **authorized:**

Indiana Harbor Belt.—To assume liability for $1,800,000 of equipment trust certificates to finance in part 24 1,200-hp Diesel-electric switching locomotives costing $2,379,600. (See *Railway Age* of January 21, page 57). The certificates will be dated February 15, and mature in 15 annual installments of $120,000 each, beginning February 15, 1951. The commission approved a selling price of 99.069, with interest at 2¼ per cent, which will make the average annual cost of the proceeds approximately 2.4 per cent. The successful bid was by Kidder, Peabody & Co., representing themselves and the New York Hanseatic Corporation. The commission also approved applications by the New York Central, Chicago & North Western, Michigan Central and the Chicago, Milwaukee, St. Paul & Pacific to become joint guarantors of the I.H.B. certificates. The four roads own the I.H.B and sought permission to guarantee the issue so the certificates could be sold on better terms. The certificates were reoffered to the public at prices yielding from 1.4 to 2.65 per cent, according to maturity.

Average Prices Stocks & Bonds

	Feb. 14	Prev. week	Last year
Average price of 20 representative railway stocks	44.62	42.34	40.88
Average price of 20 representative railway bonds	91.87	92.20	88.60

Dividends Declared

Cleveland & Pittsburgh.—7% guaranteed, 87½¢, quarterly; 4% special guaranteed, 50¢, quarterly; both payable March 1 to holders of record February 10.

Great Northern.—Non-cumulative preferred, $1.00, payable March 21 to holders of record February 21.

Green Bay & Western.—Common, $5.00, payable February 28 to holders of record February 10.

Michigan Central.—$25.00, semiannual, payable January 31 to holders of record January 13.

Norfolk Southern.—75¢, quarterly, payable March 15 to holders of record March 1.

St. Louis-San Francisco. — Preferred, $1.25, quarterly, payable March 15, June 15, September 15 and December 15, to holders of record March 1, June 1, September 1 and December 1.

Southern. — 5% non-cumulative preferred, $1.25, quarterly, payable March 15, June 15, and September 15, to holders of record February 15, May 15 and August 15.

ABANDONMENTS

Division 4 of the Interstate Commerce Commission has **authorized:**

Atlantic Coast Line.—To abandon approximately 0.5 mi. of branch line between Magwood, S. C., and Goshen; 1.5 mi. near Conway, S. C.; and 0.25 mi. near Altoona, Fla.

Chicago & Eastern Illinois.—To abandon approximately 9.8 mi. of its Sidell branch, in Vermilion county, Ill. The commission noted that no traffic originates or terminates on the line, and that traffic presently interchanged with the Illinois Terminal at Bronson will be handled at Glover on the C.&E.I. Woodland-Villa Grove line.

Lehigh Valley.—To abandon approximately 0.7 mi. of its Freeland branch in Luzerne County, Pa.

Texas & New Orleans.—To abandon 1.3 mi. of line in the city of Dallas, Tex., and acquire from the city in return approximately 0.8 mi. of substitute track. A new boulevard is being constructed through the city, and a segment of this will be on the old T.&N.O. right-of-way; the substitute line will be constructed by the city at no cost to the road. The I.C.C. also granted permission, in the same order, for the T.&N.O. to acquire trackage rights over approximately 0.5 mi. of Missouri-Kansas-Texas track in Dallas. The M.-K.-T. is to make no charge for use of its tracks unless the T.&N.O. resumes regular passenger, mail, and express service to and from the Dallas Union Terminal. In that case, the latter road will pay a proportion of the segment's maintenance costs, based on a 6-months' study of wheelage handled.

RAILWAY OFFICERS

EXECUTIVE

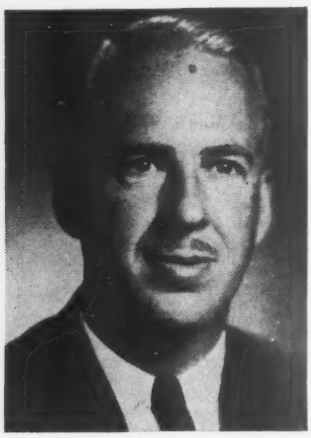
Dwight A. Fawcett, general manager, Big Four district, New York Central System, at Cincinnati, Ohio, has been appointed assistant vice-president, Lines West of Buffalo, with headquarters at Chicago, effective March 1. Mr. Fawcett was born at Rushsylvania, Ohio, on December 2, 1892, and received his higher education at Ohio University, Athens, Ohio. He entered the service of the Cleveland, Cincinnati, Chicago & St. Louis (now part of the N.Y.C. system) in 1908, and served in various capacities

Dwight A. Fawcett

in the operating department at Terre Haute, Ind., Indianapolis, and Springfield, Ohio, until 1939, when he became assistant superintendent at Springfield. In January, 1943, he was appointed superintendent at Springfield, and a year later he was advanced to assistant to the general manager at Cincinnati. Mr.

Fawcett was promoted to assistant general manager at Indianapolis in September, 1945, and in August, 1946, he was advanced to manager of freight transportation, at New York. He has been serving as general manager of the Big Four district since August, 1947.

Stanley F. Dingle, assistant vice-president, operation, of the Canadian National, has been appointed vice-president in charge of operation of the system, with headquarters as before at Montreal, Que. The departments which Mr. Dingle will now head were formerly under the direction of the late **N. B. Walton,** executive vice-president, whose death was reported in the *Railway Age* of January 28. Mr. Dingle was born at Sandy Hook, N. J., on November 12, 1901, was educated in the public and high schools of Winnipeg, Man., and took special studies at the University of Manitoba. He started his railway career in 1920 in the engineering department of the Grand Trunk Pacific (a predecessor company of the C.N.R.) at Winnipeg.



Stanley F. Dingle

He became secretary to the assistant general manager of the C.N.'s Western region in 1923 and in 1925 was appointed secretary to the general superintendent of transportation of that region. After serving as chief clerk in the transportation department at Winnipeg from 1930 to 1939 he was appointed assistant superintendent at Dauphin, Man., and promoted to superintendent in 1941, transferring to Winnipeg in 1942. In 1944 he became general superintendent in charge of the 2,465-mi. Alberta district, with headquarters at Edmonton, Alta. In 1946 Mr. Dingle was chosen for the post of chief of transportation for all C.N.R. lines, with headquarters at Montreal, and two years later became assistant vice-president of operation.

H. M. Theobald, auditor of disbursements of the Railway Express Agency, has been appointed assistant to vice-president, with headquarters as before at New York. Mr. Theobald will head the newly-created research bureau.

FINANCIAL, LEGAL & ACCOUNTING

Edward F. Roome, special representative of the Railway Express Agency, has been appointed auditor of disbursements, with headquarters as before at New York, succeeding **H. M. Theobald,** who has been appointed assistant to vice-president.

Monta G. Mitchell, secretary-treasurer-auditor of the St. Louis Southwestern of Texas, at Tyler, Tex., has been promoted to treasurer of the St. Louis Southwestern at St. Louis, Mo., succeeding the late **Julius W. Bourscheidt.** Appointed to succeed Mr. Mitchell is **Vernon L. Gish,** auditor of disbursements at St. Louis, who has been succeeded in turn by **Alfred M. Harris,** general bookkeeper at that point.

E. M. Whanger, assistant vice-president—assistant to president of the Chesapeake & Ohio at Cleveland, Ohio, has been appointed to the newly created position of budget director, reporting directly to the vice-president — accounting. Walter J. Tuohy, president of the C.&O., said appointment of Mr. Whanger to this post reflects the company's current emphasis on budgetary control and supervision of expenditures. Born at Fort Spring, W. Va., on August 29, 1899, Mr. Whanger attended Hinton (W. Va.) high school and Washington & Lee University. He entered railroad service on March 4, 1912, as car repairer with the

E. M. Whanger

C.&O. at Hinton, and subsequently held various positions in the transportation, stores and mechanical departments at Clifton Forge, Va., Hinton and Huntington, W. Va. In 1925 Mr. Whanger became mechanical inspector of the Hocking Valley (now part of the C.&O.) at Columbus, Ohio, and after a special assignment in Cleveland he transferred in 1930 to the Pere Marquette (now C.&O.) at Detroit, Mich., where he served on the president's staff. In 1947, prior to the merger of the P.M. with the C.&O., Mr. Whanger returned to Cleveland as assistant vice-president—assistant to the president.

OPERATING

Karl A. Borntrager, manager of freight transportation, New York Central System, with headquarters at New York, has been promoted to general manager of the Big Four district at Cincinnati, Ohio, effective March 1, succeeding **Dwight A. Fawcett,** appointed assistant vice-president, Lines West of Buffalo, with headquarters at Chicago. **Richard G. May,** general manager of the Boston & Albany (N.Y.C. affiliate) at Boston, Mass., suceeds Mr. Borntrager, and is succeeded in turn by **Harry D. Johnston,** superintendent of the Mohawk and Hudson divisions at Albany, N. Y. A biography and photograph of Mr. Johnston were published in the *Railway Age* of

Karl A. Borntrager

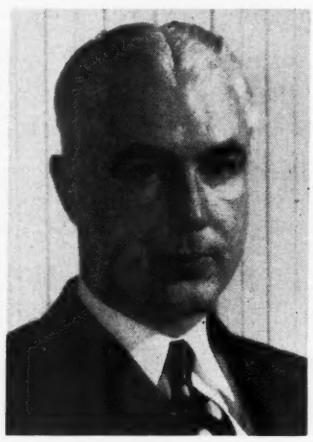
May 21, 1949, page 198. **John F. Nash,** assistant superintendent of the B. & A. at Boston, replaces Mr. Johnston. Mr. Borntrager was born on January 2, 1892, at Townville, Pa., and received a degree in civil engineering from Ohio State University in 1916. The following year he entered railroad service with the Toledo & Ohio Central (now part of the N.Y.C.) as assistant engineer in the office of the valuation engineer at Columbus, Ohio. In 1920 he became assistant engineer in the office of the division engineer, and in 1923 was advanced to assistant division engineer at Charleston, W. Va. Mr. Borntrager subsequently held engineering posts successively at Columbus, Toledo and New York, until his promotion to division superintendent at Columbus in 1939. In 1940 he became superintendent at Rochester, N. Y., and in 1943 was transferred to Albany, becoming assistant to vice-president at Chicago in April, 1947. Later that year he was made manager of freight transportation at New York.

Mr. May was born at Murray, Pa., on August 13, 1904; entered railroad service in 1928 with the N. Y. C. as a rodman, and was appointed assistant supervisor of track at Cleveland, Ohio, in January, 1932. In 1939 he became trainmaster at Watertown, N. Y., transferring to the River division at Weehawken, N. J., in 1941. He was appointed assis-

tant superintendent of the New York Terminal district in 1946, transferring to Grand Central Terminal in 1948. In November, 1948, he was promoted to superintendent at Albany, N. Y., and on May 1, 1949, became general manager of the B. & A.

Richard G. May

Mr. Nash was born at Syracuse, N. Y., in 1909 and entered the service of the N. Y. C. in 1925 as a clerk in the Syracuse freight station. He was appointed car service agent in the office of the assistant general manager at Syracuse in 1941 and went to Buffalo, N. Y., in 1942



John F. Nash

as special agent to the superintendent. Later that same year Mr. Nash was appointed assistant trainmaster and trainmaster, successively. In 1948 he was appointed assistant to general manager at Syracuse, and later that year became assistant superintendent of the B. & A.

As noted in the *Railway Age* of January 21, **George Macklem,** superintendent, Detroit division, Railway Express Agency, at Detroit, Mich., and **Robert H. Vogel,** superintendent, Eastern Michigan division, also at Detroit, have retired, and **William H. Carver,** assistant superintendent of terminals at Chicago, has been promoted to superintendent of the Central Illinois division at that point. Mr. Macklem was born at Kincardine, Ont., on December 24, 1884. He began his career with Railway Express and its predecessors in June, 1908, at Detroit, holding various positions until 1924, when he was appointed supervisor of terminals at Detroit. He became assistant superintendent, terminal service, for R.E.A. at Chicago in March, 1941, and the following February was appointed night superintendent, terminal service, at that point. In July, 1945, Mr. Macklem was advanced to safety director, being transferred in April, 1948, to Detroit as superintendent of the Detroit division.

Mr. Vogel is a native of Cincinnati, Ohio, where he began his express career in March, 1901, with Wells Fargo & Co. After serving in various capacities, in 1938 he was appointed supervisor of organization of R.E.A. at Atlanta, Ga., and a year later was transferred to Chicago as superintendent of organization. He was appointed superintendent, Detroit division, at Detroit, in February, 1941, becoming superintendent, Eastern Michigan division, at that point in October, 1943.

Mr. Carver was born at Fosston, Minn., on September 6, 1894. He started his express career in October, 1915, with the Great Northern Express Company at Minot, N. D. He was appointed chief clerk to superintendent of R.E.A. at St. Paul, Minn., in September, 1940, and supervisor of training at that point in July, 1943. The next year he was transferred in that position to Chicago and in July, 1946, was advanced to supervisor of personnel. Mr. Carver subsequently became assistant superintendent of terminals at Chicago.

Charles L. Schiller, division engineer of the Denver & Rio Grande Western at Grand Junction, Colo., has been appointed assistant to general manager.

Clarence Gibbs, whose retirement as superintendent of the Northern division, Kansas City Southern, at Pittsburg, Kan., was reported in the *Railway Age* of February 4, was born on May 7, 1885, at Flag Branch, Tenn. He entered railroad service with the K.C.S. in March, 1912, as train dispatcher at Shreveport, La. In 1918 he was advanced to chief dispatcher and in 1922 was promoted to trainmaster. He first became superintendent of the Northern division at Pittsburg in July, 1941, being transferred to the Southern division at Shreveport in June, 1944. Mr. Gibbs returned to the Northern division as superintendent in April, 1948.

D. K. Price, assistant superintendent of transportation of the Louisville & Nashville at Louisville, Ky., has retired, and is succeeded by **T. D. Williams,** also assistant superintendent of transportation at that point. **J. C. Grissom** replaces Mr. Williams, with supervision over the prevention of loss and damage to freight, injuries to persons, damage to property, and such other duties as may be assigned him.

R. E. Doyle, trainmaster of the Chicago, Aurora & Elgin at Wheaton, Ill., has retired. He is succeeded by **Henry V. Sweetman,** train dispatcher at Wheaton.

Leon A. Hardman, superintendent of the Central California division, Railway Express Agency, at San Francisco, Cal., has been appointed superintendent of organization at that point, succeeding **Thomas J. Dwyer,** retired. Mr. Dwyer was born in Napa, Cal., on January 8, 1880. He started his express career in June, 1904, at Tonopah, Nev., with Wells Fargo & Co. Express (one of the predecessors of R.E.A.). Almost half of his business life has been spent at Great Falls, Mont., where he served the company as general agent. In April, 1938, he was appointed superintendent of the Hawaiian division, at Honolulu, T. H., serving there until January, 1944. Subsequently he was appointed superintendent of organization at San Francisco.

P. O. Bedgood has been appointed division trainmaster, Southern Kansas-Central divisions, Missouri Pacific, with headquarters at Coffeyville, Kan., succeeding the late **G. F. Fleming.**

TRAFFIC

Norman E. White, whose promotion to general freight agent of the Illinois Central at Chicago, was reported in the *Railway Age* of February 4, joined the I.C. as a stenographer in January, 1926. He later attended the University of Illinois, returning to the I.C. to hold various other stenographic and secretarial positions until 1933. He was next assigned successively to the vice-president's office and the rate department, being advanced later through the posts of rate expert and commerce agent. In December, 1945, he was promoted to general commerce agent and, the following year, was made office manager in the rate department. Mr. White was appointed office manager to the vice-president in August, 1946, becoming assistant general freight agent in June, 1947, which post he held prior to his recent promotion.

D. E. Ingman has been appointed assistant general freight service manager of the Union Pacific, with headquarters at Omaha, Neb

F. W. Goldie, assistant freight traffic manager of the Chesapeake & Ohio at Detroit, Mich., has retired after 47 years of service with that road. He is succeeded by **J. Parker Donovan,** assistant general freight agent at Detroit. **F. W. Ditman,** manager world commerce department at Detroit, has been appointed also assistant general freight agent at that point, succeeding to the duties of Mr. Donovan. **H. C. Stadler,** general agent at Milwaukee, Wis., has

retired after 34 years of railroad service, 32 of them being with the C.&O. **R. L. Schilke** succeeds Mr. Stadler.

W. B. Futral, western freight traffic manager of the Chicago, Rock Island & Pacific at Los Angeles, Cal., has been appointed assistant freight traffic manager at Kansas City, Mo., succeeding **E. E. Strickland,** who is retiring after 30 years of service. **J. N. Hunt,** general freight agent at Chicago, has been appointed district freight traffic manager at Los Angeles. **Russell N. Aves,** formerly assistant production manager for a Bloomington (Ill.) seed company, has been appointed agricultural agent at Chicago.

PURCHASES & STORES

C. E. Swanson, whose promotion to general storekeeper of the Chicago, Burlington & Quincy at Chicago was reported in the *Railway Age* of January 14, was born on January 10, 1895, at Aurora, Ill. Mr. Swanson began his Burlington career in September, 1911, in his home town as night call boy, and subsequently held various minor positions until 1925, when he became district storekeeper at Casper,

C. E. Swanson

Wyo. In 1926 he was transferred in that capacity to Denver, Colo., and ten years later was appointed traveling storekeeper, with headquarters at Chicago. He became acting general storekeeper in January, 1945, becoming assistant to general storekeeper and acting general storekeeper in May of the same year. Mr. Swanson was made assistant general storekeeper in December, 1946, the post he held until his recent promotion.

Ralph A. Schuff, whose promotion to assistant general storekeeper of the Chicago, Burlington & Quincy, at Chicago, was reported in the *Railway Age* of January 14, was born on December 16, 1889, at Burlington, Iowa, where he attended the public schools. He entered service with the Burlington in his home town in September, 1903, as an office boy, and subsequently held various positions at that point until 1918, when he was transferred to McCook, Neb. Mr. Schuff served as chief clerk and inventory investigator at the latter point and at Plattsmouth, Neb., Aurora, Ill., and Chicago, from 1918 to 1923. He was later appointed district storekeeper successively at McCook, Lincoln, Neb., Denver, Colo., Galesburg, Ill., and Havelock, Neb. In November, 1942, he was made traveling storekeeper with headquarters at Chicago, the post he held prior to his promotion.

ENGINEERING & SIGNALING

As noted in the *Railway Age* of January 7, the following changes have occurred in the engineering department of the Chicago, Rock Island & Pacific at Chicago: **William B. Throckmorton,** system locating engineer, promoted to chief engineer, succeeding **Frank W. Thompson,** retired; **Walter E. Heimerdinger,** engineer of bridges, appointed assistant chief engineer; **J. F. Marsh,** assistant bridge engineer, advanced to succeed Mr. Heimerdinger; and **James T. Fitzgerald,** construction engineer, appointed engineer maintenance of way.

Mr. Throckmorton was born at Salt Lake City, Utah, on May 9, 1906, and received his higher education at the Colorado School of Mines. He entered railroad service with the Fort Worth & Denver City (part of the Burlington

William B. Throckmorton

Lines) in December, 1927, as an instrumentman. From January to September, 1930, he served as resident engineer with the Rock Island, subsquently holding a similar position on the F.W.&D.C. until May, 1933. He became an instrumentman on the Rock Island in 1937, and a year later was appointed resident engineer. Mr. Throckmorton was advanced to system locating engineer in February, 1940.

Mr. Thompson was born on January 26, 1881, at Silver Cliff, Colo., and was graduated from the University of Kansas in 1902, engaging in extra work in engineering in 1903. During the summers of 1900 to 1903, inclusive, he was employed with various roads as rodman and levelman on location. In 1903 he joined the Rock Island as rodman and draftsman on location, leaving that road in 1904 to become a draftsman with the Union Pacific at Kansas City, Kan. He returned to the Rock Island in 1905, serving successively as draftsman, levelman and transitman on location in Kansas, Missouri, Iowa, Louisiana, Oklahoma, Colorado and Nebraska. In 1908 he was transferred to Chicago as assistant

Frank W. Thompson

office engineer, and in 1910 was advanced to division engineer at Des Moines, Iowa. He held the same position at Rock Island, Ill., from 1929 to 1939, when he was appointed engineering officer at Chicago. In 1942 Mr. Thompson was promoted to chief engineer.

Born at Vulcan, Mich., on February 12, 1889, Mr. Heimerdinger attended high school at Menominee, Mich., and the University of Michigan. Before entering the university, he was employed

Walter E. Heimerdinger

during 1908 and 1909 as timekeeper-clerk on power plant construction. His railroad service began in 1911 as assistant on the engineering corps of the Rock Island. He subsequently held positions successively as building inspector, instrumentman, engineer on construction work, instrumentman and assistant engineer until 1917, when he joined the

News Department continued on next left-hand page

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United States Army. Following service as lieutenant in the field artillery in France, he returned to the Rock Island. From 1919 to 1948, he served successively as assistant engineer, office engineer, resident engineer, roadmaster, division engineer, locating engineer, district maintenance engineer, division superintendent, and acting assistant chief engineer. Mr. Heimerdinger was appointed engineer of bridges at Chicago in 1948.

Mr. Marsh was born on July 15, 1906, at Des Moines, Iowa. He graduated from Iowa State College in 1928, and subsequently served as an engineer with the Chicago Bridge & Iron Co. In 1932 he became employed as structural engineer with the Marsh Engineering Company at Des Moines. He joined the Rock Island in October, 1935, and has served as assistant bridge engineer since 1945.

J. F. Marsh

Mr. Fitzgerald was born on November 16, 1895, at Wyandotte, Kan., and was graduated from Des Moines high school in 1914. The same year he began his career with the Rock Island as chainman at Des Moines. He later held the positions successively of carpenter, chainman, and rodman at Des Moines, and carpenter at Herington, Kan. In 1921 he became instrumentman on the Kansas division, serving as resident engineer at Amarillo, Tex., and on the Missouri-Kansas division, from 1926 to 1929. Later, he was advanced to division engineer, St. Louis-Kansas City division, and in 1932 was appointed assistant engineer, Southern division. After serving as roadmaster on the Kansas City-St. Louis division in 1939, he was made division engineer at Kansas City, and later became resident construction engineer at that point. He subsequently held a similar position at Silvis, Ill., and in 1949 was promoted to engineer maintenance of way at Chicago.

James T. Fitzgerald

H. A. Schnitz, chief inspector in the testing department, Chicago, Rock Island & Pacific, at Chicago, has been advanced to engineer of tests, succeeding **T. D. Sedwick,** who has retired. A photograph and biographical sketch of Mr. Sedwick appears in the Supply Trade columns of this issue, in connection with his appointment as manager of specialties department, National Aluminate Corporation, Chicago.

J. C. Ramage, assistant superintendent of communication, Southern lines, of the Illinois Central at Memphis, Tenn., has been appointed assistant superintendent of communication, Northern lines, at Chicago, succeeding **Paul B. Burley,** promoted to superintendent of communication and electrical engineer at Chicago, as was reported in the *Railway Age* of February 4. Promoted to succeed Mr. Ramage is **L. R. Willingham,** general foreman of communication, Northern lines, at Chicago. **L. P. Anderson,** district foreman of communication at Chicago, succeeds Mr. Willingham.

SPECIAL

E. V. Rindal and **G. E. White** have been appointed safety supervisors for the Great Northern.

Jack R. Maguire, editor of the Texas & Pacific employee magazine "Topics" and president of the American Railway Magazine Editors' Association, is resigning from these positions, effective February 16, to become director of public relations for the Texas Insurance Advisory Association.

William E. Brennan, director of press relations, Chicago, Rock Island & Pacific, with headquarters at Chicago, has resigned. Succeeding to Mr. Brennan's duties is **Troy Knowles,** formerly in the public relations department of the Toni Company, Chicago, whose new title is special representative-public relations. The position of director of press relations has been abolished.

Frank Fahland, whose appointment as research and standards engineer of the Union Pacific at Omaha, Neb., was reported in the *Railway Age* of January 14, started his railroad career as a draftsman with the Northern Pacific at St. Paul, Minn., in July, 1923. In 1926 he became employed in a similar position on the Norfolk & Western at Roanoke, Va. Mr. Fahland served as an engineer with Fairmont Railway Motors at Fairmont, Minn., from 1931 to 1936, when he joined the U. P. as assistant engineer of design and material at Omaha. He later served successively as engineer of design and material and as office engineer. Prior to his recent appointment he was mechanical engineer in the motive power and machinery department at Omaha.

Frank Fahland

OBITUARY

William C. Pinger, late assistant comptroller of the Northern Pacific at St. Paul, Minn., whose death was reported in the *Railway Age* of February 4, was born in Minneapolis, Minn., on September 14, 1890. He attended grade and high schools in his native city and later took various commercial subjects at night school. At the age of 16 Mr. Pinger entered railroad service at Cleburne, Tex., with the Gulf, Colorado & Santa Fe, serving as file and personal record clerk in the mechanical department until 1907, when he joined the N. P. After holding various clerical posts in the accounting department at St. Paul, he served as chief clerk, construction department, at Duluth, Minn., & Superior, Wis. In 1914 he was appointed valuation accountant at St. Paul and in 1918 was advanced to auditor of capital expenditures at that point. Five years later he became general accountant, and continued to serve in that capacity until his appointment as assistant general auditor in 1934. Mr. Pinger was promoted to assistant comptroller in November, 1948.

Norman B. Walton, executive vice-president of the Canadian National at Montreal, Que., whose death on January 21 was reported in the *Railway Age* of January 28, was born at Palmerston, Ont., on July 27, 1884. Mr. Walton began his railway career at Toronto, Ont., in 1900 when he joined the Grand Trunk (now Canadian National) as a clerk and stenographer, later serving as telegraph

News Department continued on next left-hand page

Rock Island's new suburban cars have WAUKESHA Diesel ENGINATORS

● The nation's newest—Rock Island's suburban streamliner—made its pre-inaugural run Nov. 17, and now operates daily between Chicago, Joliet and intermediate suburban stations.

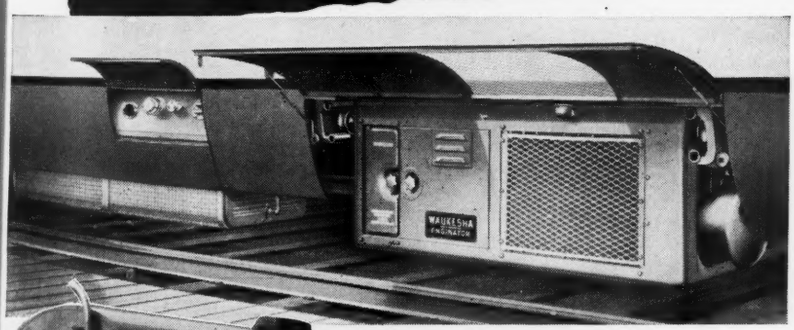
Completely modern; it has a Diesel powered locomotive; lightweight Cor-Ten steel coaches with two electro-pneumatically operated double doors on each side, coil spring trucks and shock absorbing devices for easy riding. Each coach has interior painting in soft colors, chrome plated fittings, individual seats for 100 commuters who enjoy the complete comfort of Waukesha modern deluxe all-electric air conditioning, electric heating and all other electric services—supplied *on demand* by Waukesha Diesel Enginators.

The Waukesha Diesel Enginator (Engine Generator) is a power package with a *vertical* six-cylinder Diesel engine that burns the same fuel locomotives burn, connected by a fluid drive to a 25 KW 240-volt AC alternator.

Units designed to be Train-Lined. All Waukesha AC Enginators in the train consist are train-lined, or they may be operated singly on individual cars. Thus cars can lend or borrow power according to load demands and in this way provide unfailing reliability.

AC Electric Condensing Unit. Waukesha All-Electric Air Conditioning comprises a two-speed AC electric motor-driven Condensing Unit of 5-10 ton capacity, complete with air condensers and automatic controls assembled in a welded steel chassis for roll-out, under car mounting.

In your new equipment plans include Waukesha Diesel Enginators. Get new deluxe Bulletin 1496.



RAILWAY DIVISION

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operator, secretary to vice-president and trainmaster, successively. He then spent one year on the Great Northern as inspector of transportation, rejoining the G. T. at Toronto in 1908 in the office of the claims agent. Mr. Walton later joined the Grand Trunk Pacific (now C. N.), subsequently advancing to trainmaster at Wainwright, Alta., assistant to the general superintendent at Winnipeg, Man., and superintendent at Edmonton, Alta. With amalgamation in 1923, completing the Canadian National System, Mr. Walton was appointed as-

Norman B. Walton

sistant general superintendent at Prince Rupert, B. C., and in 1924 was named general superintendent at Winnipeg, becoming general superintendent of transportation of the Western region there in March, 1930. He was appointed chief of transportation for the entire system at Montreal in November, 1936, and on July 20, 1938, became vice-president in charge of operation, maintenance and construction, being elevated to executive vice-president in January, 1943.

Charles A. Knowles, who was assistant to vice-president of the Chesapeake & Ohio at Richmond, Va., from 1943 to January, 1947, died on January 31 at Kecoughtan Veterans hospital, Richmond, at the age of 68.

Julius W. Bourscheidt, treasurer of the St. Louis Southwestern at St. Louis, Mo., died on January 24, following a heart attack. Mr. Bourscheidt was born on July 6, 1884, at St. Louis, where he attended high school. His railroad career began in October, 1902, as an apprentice in the mechanical department of the Missouri Pacific, and he subsequently served as clerk in the ticket accounting department. In 1904 he became a clerk with the Wabash and in 1915 was appointed special accountant for that road. He joined the Pere Marquette (now part of the Chesapeake & Ohio) in 1918, in the latter position, and the next year returned to the Wabash as chief clerk to vice-president and comptroller. Starting with the Cotton Belt in September, 1921, as special accountant at St. Louis, Mr. Bourscheidt was subsequently appointed chief clerk in the disbursement department. In 1928 he was advanced to auditor, becoming treasurer in July, 1945.

H. J. Main, assistant to vice-president of the Canadian Pacific at Montreal, Que., died in that city on February 5. Born at Kemptville, Ont., on August 16, 1885, he entered railroad service in 1902, as a telegraph operator with the C.P.R. Mr. Main then served successively as station agent, train dispatcher, and chief train dispatcher at various points in Ontario and in 1917 was appointed assistant superintendent at Smiths Falls, Ont., subsequently transferring to Farnham, Que. From 1918 to 1920 he served as relieving superintendent and then became car service agent at Montreal. He was superintendent at Toronto, Ont.; Moose Jaw, Sask.; and Saskatoon, Sask., from 1922 to 1934, then becoming general superintendent at Winnipeg, Man., and Moose Jaw, successively. In 1942 Mr. Main was appointed general superintendent transportation of the system, at Montreal, and in 1946 became assistant to vice-president at Montreal.

Selected Income and Balance-Sheet Items of Class I Steam Railways in the United States

Compiled from 128 reports (Form IBS) representing 132 steam railways*

(SWITCHING AND TERMINAL COMPANIES NOT INCLUDED)

Income Items	United States For the month of October 1949	1948	For the ten months of 1949	1948
1. Net railway operating income	$46,878,473	$108,358,348	$527,627,286	$831,238,463
2. Other income	17,529,984	17,751,403	168,852,200	176,369,877
3. Total income	64,408,457	126,109,751	696,479,486	1,007,608,340
4. Miscellaneous deductions from income	2,706,615	4,656,459	29,658,665	53,973,449
5. Income available for fixed charges	61,701,842	121,453,292	666,820,821	953,634,891
6. Fixed charges:				
6-01. Rent for leased roads and equipment	10,981,191	10,703,626	100,441,961	109,964,026
6-02. Interest deductions[1]	23,484,680	23,765,783	233,680,913	228,627,863
6-03. Other deductions	273,593	184,548	2,051,076	1,534,859
6-04. Total fixed charges	34,739,464	34,653,957	336,173,950	340,126,748
7. Income after fixed charges	26,962,378	86,799,335	330,646,871	613,508,143
8. Other deductions	3,369,937	3,144,320	31,826,929	31,817,249
9. Net income	23,592,441	83,655,015	298,819,942	581,690,894
10. Depreciation (Way and structures and Equipment)	34,064,427	31,494,548	330,392,964	303,461,740
11. Amortization of defense projects	1,360,623	1,379,392	13,567,166	13,899,766
12. Federal income taxes	21,379,133	50,454,567	220,179,314	367,313,452
13. Dividend appropriations:				
13-01. On common stock	5,240,956	13,092,354	133,590,157	137,945,520
13-02. On preferred stock	4,371,855	9,923,451	50,047,082	52,134,672
Ratio of income to fixed charges (Item 5 ÷6—04)	1.78	3.50	1.98	2.80

Selected Expenditure and Asset Items	United States Balance at end of October 1949	1948
17. Expenditures (gross) for additions and betterments—Road	$265,472,708	$268,576,761
18. Expenditures (gross) for additions and betterments—Equipment	815,811,445	699,614,780
19. Investments in stocks, bonds, etc., other than those of affiliated companies (Total, Account 707)	517,506,769	529,988,835
20. Other unadjusted debits	125,022,091	148,913,632
21. Cash	764,839,818	961,575,254
22. Temporary cash investments	773,468,174	986,134,726
23. Special deposits	103,282,206	114,899,368
24. Loans and bills receivable	537,757	12,962,037
25. Traffic and car-service balances—Dr.	43,268,125	57,013,343
26. Net balance receivable from agents and conductors	122,621,709	140,431,701
27. Miscellaneous accounts receivable	274,167,649	362,571,066
28. Materials and supplies	749,473,644	812,218,036
29. Interest and dividends receivable	17,375,577	20,217,739
30. Accrued accounts receivable	153,684,835	188,528,020
31. Other current assets	36,795,793	42,709,354
32. Total current assets (items 21 to 31)	3,039,515,287	3,699,260,644
Selected Liability Items		
40. Funded debt maturing within 6 months[2]	$117,905,188	$151,710,341
41. Loans and bills payable[3]	8,780,755	3,000,000
42. Traffic and car-service balances—Cr.	80,182,300	99,049,482
43. Audited accounts and wages payable	422,240,120	549,725,595
44. Miscellaneous accounts payable	217,099,615	263,004,170
45. Interest matured unpaid	30,990,521	34,249,720
46. Dividends matured unpaid	3,986,415	12,744,860
47. Unmatured interest accrued	78,037,449	75,718,917
48. Unmatured dividends declared	23,934,754	33,656,385
49. Accrued accounts payable	161,416,479	183,534,340
50. Taxes accrued	679,732,164	792,737,373
51. Other current liabilities	81,078,312	95,118,774
52. Total current liabilities (items 41 to 51)	1,787,478,884	2,142,539,616
53. Analysis of taxes accrued:		
53-01. U. S. Government taxes	521,514,868	644,003,491
53-02. Other than U. S. Government taxes	158,217,296	148,733,882
54. Other unadjusted credits	272,410,400	293,471,577

[1] Represents accruals, including the amount in default.
[2] Includes payments of principal of long-term debt (other than long-term debt in default) which becomes due within six months after close of month of report.
[3] Includes obligations which mature not more than one year after date of issue.
*Excludes Missouri & Arkansas Ry. Co. Road not in operation. Also excludes Missouri Pacific, whose report was not filed due to strike effective September 9, 1949.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

News Department continued on next left-hand page

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Five crack Katy freights, operating on stepped-up daily schedules, provide dependable, on-time service between Texas and Oklahoma and the North, with extensive connecting service at terminals.

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GENERAL NEWS

(Continued from page 60)

Waybill Study

Another waybill study has been issued by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. It is Statement No. 501, covering "all terminations in 1947" in commodity classes 601 through 697 of the Manufactures and Miscellaneous group. The tabulations show the traffic and revenue, by commodity class, territorial movement, length of haul (short line), and type of rate.

Southern Roads Intervene In Private-Trucking Case

The Interstate Commerce Commission has authorized southern railroads, which are members of the Southern Freight Association, to intervene in the reopened Burlington case where the distinction between private and for-hire trucking is in issue. The case, No. MC-C-906, involves the Burlington Mills Corporation's trucking operations which the commission's Division 5 has found to be private carriage.

The commission reopened the case for reconsideration after railroads in Trunk Line territory had filed a petition requesting such action (see *Railway Age* of December 24, 1949, page 46).

Water Carrier Credit Rules Adjusted to Five-Day Week

The Interstate Commerce Commission has modified its rules governing the extension of credit by water carriers to exclude Saturdays, as well as Sundays and legal holidays, in the computation of periods within which freight bills must be presented and charges collected. The modifying order (in the Ex Parte No.143 proceeding) was issued by the commission's Division 2, and it became effective February 10.

I.C.C. Overruled on Status Of Shippers' Association

The United States Supreme Court in a February 6 decision affirmed a lower-court determination that the Pacific Coast Wholesalers' Association, of Los Angeles, Calif., is exempt in all its activities from regulation as a freight forwarder under the Interstate Commerce Act's Part IV. The ruling sets aside a decision of the Interstate Commerce Commission which held that Pacific was only partially exempt.

The exemption proviso, in section 402 (c) (1), applies to groups or associations of shippers which consolidate or distribute freight for themselves or their members, "on a non-profit basis, for the purpose of securing the benefits of carload, truckload, or other volume rates..." Pacific is incorporated as a "non-profit" corporation, and it had 41 members in 1945.

At that time the commission considered the status of Pacific and decided that it qualified for the exemption. In 1947, the commission reversed this 1945 decision insofar as it applied to shipments handled by Pacific for its members on an f.o.b. destination basis; but left standing the exemption in respect of shipments on an f.o.b. origin basis. As the Supreme Court's opinion summarized it, the commission's reasoning was that the legal obligation to pay freight charges on the f.o.b. destination shipments rested on consignors, who were not members of Pacific; that "the difference between the [full l.c.l.] rate paid by the non-member and the carload transportation cost was profit to the association," and that the association "was holding out its service to the general public."

The lower court was a three-judge court which sat in the United States District Court for the Southern District of California. It "considered as decisive," the Supreme Court said, "that no shipments by the association were ever undertaken except at the behest of and for the benefit of a member"; and it "saw no reasonable ground for ruling that the association was on a profit basis, or that it was holding its service out to the general public."

"We agree," the Supreme Court concluded. "There is nothing in the language of the act or the legislative history to suggest that Congress intended the exemption to turn on the type of shipment which was involved...On the contrary, it is clear that the nature of the relationship between the members and the group was thought to be determinative. Under that test the valid claim of the association to the statutory exemption is established by the original commission decision."

Canadian Shippers Attack Railway Wage Levels

Canadian railway wage scales were attacked as "too heavy" in a brief filed last week with the Royal Commission on Transportation, which is currently studying Canadian transportation problems, by three producer-owned grain cooperatives with a total membership of 185,000 Prairie province growers.

At the same time, the commission heard charges that trade unions have become so powerful that they have the railways "at their mercy"; opposition to rates on pulpwood and pure-bred livestock, and an expression of dissatisfaction with "agreed charges" arrangements under which it is alleged a shipper agrees to give the railroads all or nearly all of his business in return for unusually low rates.

The western grain growers' attack on railway wage scales, which included the suggestion that railway wages and salaries be "re-examined," was made in connection with the Canadian Pacific's effort to have the subnormal "Crow's Nest Pass" grain rates regulated, as are other rates, by the Board of Transport Commissioners. Those rates, which apply to grain products in the west, were origi-

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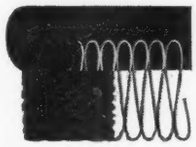

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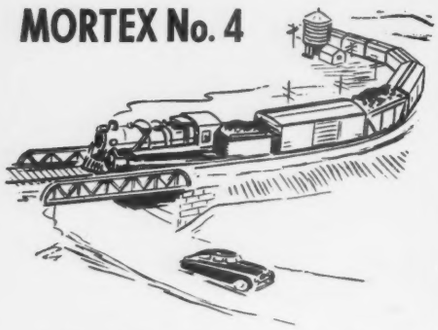

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nally established in 1897, were embodied in legislation in 1925, and now apply to all rail lines in western Canada. The C.P.R. contends that they are costing it between $13 million and $17 million per year.

Meantime, C.P.R. counsel C. F. H. Carson submitted to the Transport Commissioners his company's final argument on the Canadian railroads' 1948 application for a 20 per cent increase in freight rates. As previously reported in *Railway Age*, that application is being reviewed by the board following the Canadian Supreme Court's December, 1949, decision that the board had "erred" in granting the railways, last September, an interim increase of 8 per cent, pending completion of the Royal Commission's study.

House Group Will Hold Hearings on Transport Situation

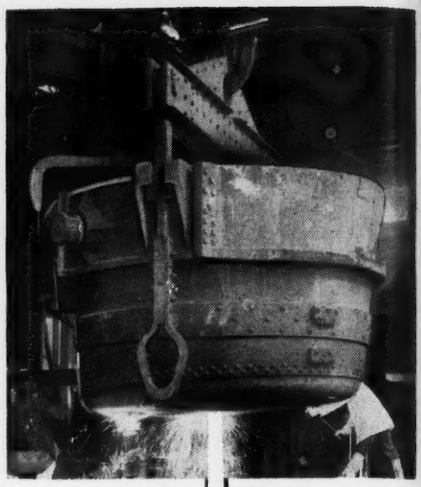
The transportation subcommittee of the House committee on interstate and foreign commerce will hold public hearings, beginning February 27, "for the purpose of receiving testimony on the current situation in the field of transportation." This was announced on February 6 by the subcommittee's chairman, Representative Beckworth, Democrat of Texas, who also said that the hearings would extend over five days and that presentations would be made by representatives of regulatory agencies, carriers, and shippers in the fields of rail, water, highway and air transportation.

"These hearings," Mr. Beckworth continued, "are in accordance with the committee's long-established practice of keeping informed on matters within its legislative jurisdiction by periodically reviewing with the agencies concerned current conditions and problems in their respective fields. We wish at these hearings to be brought up to date since our last review on the administration of our national transportation policy, with particular attention to such aspects as: Safe, adequate, and efficient service; reasonable charges, without unjust discrimination or destructive competitive practices; and sound economic conditions in transportation and among the carriers.

"We shall devote the first four days to the four types of carriers, including their respective regulatory agencies, and the fifth to the shippers and the public which use their services."

Representative Beckworth also announced the subcommittee's plans on the floor of the House, suggesting that all of his colleagues "recognize the importance of a strong and healthful transportation system, in both war and peace."

"The committee on interstate and foreign commerce," he added, "has sought constantly to make worthwhile contributions toward keeping our transportation system great and strong. It is hoped the hearings...will enable the transportation subcommittee and the...committee to have a clearer picture of current transportation problems, and thereby to be in a better position to help solve transportation problems."



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